

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

MINUTES

Council Chamber

February 11, 2014

CONVENE: 1:33 p.m.

PRESENT: VOTING MEMBERS:
Councilmember Elle Cochran, Chair
Councilmember Stacy Crivello, Vice-Chair
Councilmember Donald G. Couch, Jr.
Councilmember Don S. Guzman
Councilmember G. Riki Hokama

EXCUSED: Councilmember Robert Carroll
Councilmember Mike White

STAFF: Scott Jensen, Legislative Analyst
Jordan Molina, Legislative Analyst
Pauline Martins, 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
Rowena Dagdag-Andaya, Deputy Director, Department of Public Works
Michael Hopper, Deputy Corporation Counsel, Department of the Corporation Counsel

PRESS: *Akaku Maui Community Television, Inc.*

IEM-11(2) COMMITTEE'S PRIORITIES AND PROCEDURES; PRESENTATIONS FROM COUNTY ADMINISTRATIVE AGENCIES (ORIENTATION WORKSHOP BY THE DEPARTMENT OF PUBLIC WORKS)

CHAIR COCHRAN: ... (*gavel*) ... Aloha, will the Infrastructure and Environmental Management Committee meeting please convene. It is February 11, 2014, and we have around...it's about

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

February 11, 2014

1:34 in the afternoon. Aloha, I am the Chair of the Committee, Elle Cochran, and at this point, Members, if you have any noise making type devices, please silence them, and let me introduce the Members who are present. I have Vice-Chair of the Committee, Ms. Stacy Crivello.

VICE-CHAIR CRIVELLO: Aloha, Chair.

CHAIR COCHRAN: Aloha. And Mr. Don Couch.

COUNCILMEMBER COUCH: Aloha, and good afternoon, Chair.

CHAIR COCHRAN: Aloha. And joining us is Mr. Riki Hokama.

COUNCILMEMBER HOKAMA: Good afternoon, Chair.

CHAIR COCHRAN: Hello. And also, Don Guzman.

COUNCILMEMBER GUZMAN: Good afternoon, Chair.

CHAIR COCHRAN: Good afternoon, everyone. Thank you for being here. From our Administration, it looks like we have from the Director of Public Works, David Goode.

MR. GOODE: Good afternoon, Chair.

CHAIR COCHRAN: Hello. And Deputy Director of Public Works, Rowena Dagdag-Andaya.

MS. DAGDAG-ANDAYA: Aloha, Chair.

CHAIR COCHRAN: Hi, nice to see you.

MS. DAGDAG-ANDAYA: Nice to see you.

CHAIR COCHRAN: And from Corporation Counsel, I have Michael Hopper.

MR. HOPPER: Good afternoon, Chair.

CHAIR COCHRAN: Aloha. And of course, our Committee Staff, we have Secretary, Pauline Martins, Legislative...oh no, we don't have Erin? We have Legislative Analyst, Scott Jensen along with Jordan Molina. Thank you folks for being there. And at this point, I shall open the floor for public testimony if there is any. Ms. Martins, do we have anyone signed up for testimony? `A'ole, no. No testimony, people. So with that, if there's no objections I shall close public testimony. Sorry, oh, and let me check in with District Offices. Hello, Hana, Ms. Lono, are you there?

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

MS. LONO: Yes. Good afternoon, this is Dawn Lono at the Hana Office and I have no one waiting to testify.

CHAIR COCHRAN: No one there either. Okay, well, thank you for being there. On Lanai, Ms. Fernandez, anyone there to testify?

MS. FERNANDEZ: Good afternoon, Chair. This is Denise Fernandez on Lanai and there is no one waiting to testify.

CHAIR COCHRAN: Thank you for being there. And on Molokai, Ms. Alcon?

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

CHAIR COCHRAN: Alrighty ladies, thank you very much. At this point, we have no one at the Chambers also and, without objections, I believe we are closing testimony at this point.

COUNCILMEMBERS VOICED NO OBJECTIONS

CHAIR COCHRAN: Thank you. And thank you, ladies for being there once again. Aloha, have a great day. Okay, so moving on, Members, we have one item on our agenda today and it is a presentation from Department of Public Works regarding the organization of the Department and current efforts by the Development Services Administration, Engineering Division, and Highways Division. IEM-11(2). And this is in reference to COMMITTEE'S PRIORITIES AND PROCEDURES; PRESENTATIONS FROM COUNTY ADMINISTRATIVE AGENCIES and (ORIENTATION WORKSHOP BY THE DEPARTMENT OF PUBLIC WORKS). The last orientation workshop was held on March 11, 2013. Today's presentation will update us on the current status of these programs. And I trust this will be of value to us, the Members, as the Budget and Finance Committee will soon begin its review of the Mayor's Budget request. Today, we have Director of Public Works to present this update and respond to any questions that we may have. So at this point, Mr. Director, the floor is yours.

MR. GOODE: Thank you, Madam Chair, and good afternoon, Members. Joining me today is Rowena Dagdag-Andaya my Deputy Director, and we do have a PowerPoint --

CHAIR COCHRAN: Okay.

MR. GOODE: --that we'll be presenting, but in general we want to thank the Committee, and thank you, Chair, for the opportunity to give this presentation. We've done a couple of them in the past and I think it's always proved valuable as you mentioned as we head into budget. Give the

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

Members kinda a refresher on what Public Works is doing. And we'd like to talk about some accomplishments and also some challenges we see moving forward. So that's it.

CHAIR COCHRAN: Okay, good. Okay, very good. Well, at this point, Members, we shall take a brief recess to set the room for Mr. Goode's PowerPoint. We are now in recess. . . . *(gavel)* . . .

RECESS: 1:38 p.m.

RECONVENE: 1:39 p.m.

CHAIR COCHRAN: . . . *(gavel)* . . . Will the Infrastructure and Environmental Management Committee meeting please reconvene, and, Mr. Goode, the floor is all yours for your PowerPoint.

. . . BEGIN PRESENTATION . . .

MR. GOODE: Okay, well thanks again, Chair and Members, I do have handouts for you. So if you can see it, you can make some notes in the margins as you see fit. High level overview, our Administration Section has our personnel and related clerical, of course, myself and Rowena and our very capable Secretary, Ms. Jill-Anne Ono help run everything. One thing you don't see up there is a Fiscal Analyst and we're hoping that this year's budget we can get that position moved into the Department because we're probably the largest department that doesn't have a dedicated fiscal person. Then as Chair mentioned previously, there are three separate divisions, Development Services Administration is run by Mr. Glen Ueno, the Engineering Division which does all our design for roadways and drainage structures is run by Mr. Cary Yamashita, and the Highways Division which maintains all the infrastructure that Engineering builds and stuff that we get dedicated to us is run by Mr. Brian Hashiro. Looking first at Development Services Administration, some of us old-timers might recall it was once called Land Use and Codes Administration. As land use properly migrated to the Planning Department, we're basically left with Codes administration and a number of years ago the Division was renamed Development Services Administration and really development in this case could be a huge subdivision, a master plan community or someone converting their carport to a garage. It all fits under those, the auspices of DSA. And so we administer the Building, Electrical, and Plumbing Codes, the three primary codes for almost every structure. The Driveway Ordinance, how we connect to the roadway. Grading Ordinance on which you've had plenty of discussions on every time we talk about a project, a new proposed project. The Subdivision Ordinance which this Council amended not too long ago to make some long awaited and necessary changes. Nuisance Ordinance, that's a great name isn't it? This has to do with properties that are kept or unkept I should say, and if they fall within that ordinance we do have some ability to get the owners to clean them up. And then finally, they play the role of the Central Coordinating Agency which is a phrase that's used in many of our Codes. So various submittals like the Building Permits gets submitted to us but we then send it out to every other department that has ordinances that pertain

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

February 11, 2014

to those kinda structures. So in that role, we send things out, we wait for them to approve, and then we'll issue the permit when it's ready. And that's what DSA does. And Rowena is going to take over for a little bit.

MS. DAGDAG-ANDAYA: In January of 2013, Glen Ueno assumed the role as DSA Administrator, and in taking over that new leadership role, he made it a priority to streamline different processes within DSA, and also to work very closely with his section heads and his staff who are also part of his leadership. They decided to take small steps at a time and we've seen that these small steps have really made a big difference in the way we process permits, address Requests for Service, and other areas within DSA. So here are some DSA achievements in 2013. Streamlining Requests for Service, whenever a request comes in through KIVA, there are a multitude of different various issues that arise so some of the ways that they began to streamline the process is to allow various sections to coordinate their efforts. Previously what would happen is the section would be assigned to a particular RFS and each section would go out on their own to do inspections or to address the situation. Now what we're trying to do is coordinate the efforts of all the different sections to work together and make sure there's a comprehensive response. Meetings and site visits are also coordinated by one single person so you don't have repetitive discussions with property owners. Also, site visits are also done on the same day to reduce any burdens, and then also letters are combined for various sections when possible. I think that last one is very important because at times residents or homeowners get different letters from different sections and are confused about the process. So one of the ways we wanted to educate and respond better to landowners or property owners is to combine some of these letters. Also with respect to permit plans, whenever new plans are accepted and approved they are now being scanned and electronically archived and this reduces the need for physical storage of plans. If some of you have ever gone to any of our offices in DSA you see a lot of those rolled up paper plans. Now we're trying to switch over to digital filing and ensuring that these new plans are electronically archived. Also, employees with appropriate access can now view approved plans electronically. It also creates a lot of efficiency when you have reviews by the Plumbing and Electrical sections. At the bottom there is just some information or some statistics about the number of building permits that were issued, the number of housing units that were established as well as the valuation of the projects in 2013. This is calendar year 2013. Now in your packets you have some different information there. I just wanted to make it a point to, to note that those numbers are different from this presentation that we're providing for you. So if you could make those changes. This PowerPoint presentation reflects updated numbers. Also in terms of streamlining procedures, we or DSA staff also are working out a process for concurrent Electrical or Plumbing Permit application reviews with the Building Permit process. This is more for commercial projects. So if a commercial project comes in for a Building Permit, they no longer have to wait for the approval of the Building Permit in order to proceed with their Electrical or Plumbing applications. They can do all three processes at the same time, and this is something if requested. As for residential projects, we're not quite there yet on concurrent reviews with the three different sections, but we're currently working on that and seeing if this process works for commercial projects. Also, electronic approvals for Work to

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

February 11, 2014

Perform Permits are done online. Also, Plumbing Permits are being signed off with a e-signature, so instead of just paper permits we're now also providing electrical or not electrical but electronic, electronic approvals and utilizing technology as much as we can. Things to look out for in 2014 and beyond are electronic approval for Building Permits. Now that we've sort of been working through our Electrical and Plumbing Permits electronically, now we're working on more doing approvals online for Building Permits. Now the coordination of these procedures would require input from other approving agencies and with the IT Department. So this is a work in progress and something that we're looking forward to in the coming year. With that, we're also working with the IT Department for the replacement of KIVA which is one of our biggest challenges. Now I'm gonna turn it over back to Dave, and he'll give you an update on the Engineering Division achievements.

MR. GOODE: Thank you, Rowena. Well, as you know, the Engineering Division is responsible to design and construct new roadway projects. So it could be brand new roads, but most often it's reconstructing and resurfacing of existing roadways, traffic signals, the like. We also handle a lot of requests for various traffic situations and that really is a neighborhood by neighborhood request 'cause like I always say, the neighborhood you live in is the area you know the best and it's probably the area we might know the least. And so when they can give us good information, we can help make good decisions in terms of restriping and signage and the like. We, of course, do a lot of speed hump requests or speed table requests as of late, and the occasional street light request. And by the way, the street light requests would go to our new Public Works Commission which we discussed this morning. We do a lot of in-house surveying. The Survey Section is out daily on our new projects that we design in-house, reviewing requests sometimes from other departments for issues that come up, reviewing maps that come in from the private sector for proposed subdivisions, and handling land acquisition matters. And finally, another important component is managing this campus, the infrastructure on this campus, electrical, mechanical, roadways, you name it, we're responsible for it here. CIP is the number one item for the Engineering Division to focus on and within that, of course is the Federal Highway Program where we get 80 percent of our construction funds for Fed Aid projects, so that is their...it's always their number one priority as there's a multitude of timelines that come into play on those projects and we really get the biggest bang for our County buck. Last year we encumbered somewhere between 90 and 95 percent of our CIP funds, I guess subject to final number crunching. And the value of those projects is almost \$40 million which was basically the most we ever did. And so even though the Engineering Division was fully staffed, we're finding that, you know, due to project requirements which seemed to always get...become more on a year-by-year basis, we're at full staff and trying to push more projects out, we're going to have to squeeze as many efficiencies as we can, but at some point we may have to look at how to fund more staff in order to do more projects. So that, we see as the biggest challenge moving forward with the Engineering Division is that there's lots of thirst for more projects, but getting them done and done in a way that's, you know, cost effective to the County and produces a high quality product still needs support man-hours. So I mentioned earlier about the most we ever did was around 40 million. As you can see from this chart for the various years noted, the number of

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

February 11, 2014

contracts executed which includes design contracts totaled about \$45 million in 2013 of which about \$40 million was construction, and the number of Federal Highway contracts, you can see the last three years have been eight, nine or eight and the dollar amounts just on the Federal side last year was \$23 million. So again, it's until someone tells us otherwise, we're gonna focus on the Fed Aid projects to get maximum amount of dollars here and biggest bang for our buck because those are our major collector roads. Doesn't mean we're gonna neglect the residential roads, but when we have certain timelines associated with the Fed Aid projects and even, you know, Council member requests that might come in can you look at this or that, I may have to tell you, well, we might need a few more weeks because we have some pending deadlines for Federal Highways. But in general, as far as the Federal Highways goes looking Statewide we've been told more than once that Maui County has the best track record of getting their projects done and getting their money spent and of course, the reimbursements coming in. So we wanna keep that position. And now I'm gonna turn it over to Ms. Complete Streets, Rowena.

MS. DAGDAG-ANDAYA: Thanks, Dave. But before we go into Complete Streets, I just wanted to get onto the record, in your packet regarding the DSA achievements, so the number of Building Permits issued was 1,553 permits, number of housing units established is 537, and the valuation was 342,062,646.

CHAIR COCHRAN: Wait.

MS. DAGDAG-ANDAYA: Oh, I'm sorry. I'm so sorry. Okay, there you go.

CHAIR COCHRAN: Wait, I'm trying to find the page and then remember your numbers. Okay. Okay, never mind.

MS. DAGDAG-ANDAYA: Okay.

CHAIR COCHRAN: Okay, you can...I'll get it from Mr. Couch.

MS. DAGDAG-ANDAYA: Now, Complete Streets, we have been working with a number of different County agencies as well as State agencies in the last year to number one, to get on the same page as it relates to complete streets and then number two, to try to develop goals and objectives as well as some policy statements. Just to give you a background of Complete Streets and I know you've seen this many times before, but Complete Streets do have a benefit in our communities. Healthy living, walkability, there's also some economic benefits as well in creating Complete Streets. It expands transportation alternatives such as transit, paratransit, biking, and walking, and reduces the need for additional vehicles on our roads. Like I mentioned earlier, there are economic conditions for both business owners and residents when you do make these changes. And then with Complete Streets it includes...it's a philosophy where you design the roads for all modes of transportation not just for vehicles. Now although we don't have a policy yet, some of the ways that we are trying to incorporate Complete Street elements into existing projects is to

INFRASTRUCTURE AND ENVIRONMENTAL MANAGEMENT COMMITTEE

Council of the County of Maui

February 11, 2014

install bike lanes and bikeways as you've seen in some of our CIP projects. We also have traffic calming measures such as speed tables and just recently we've had...we've seen a flood of requests for red flashing beacons at strategic areas in front of school zones especially. And also these pedestrian-activated signals that flash when a pedestrian wants to cross the street and signals to the vehicles to stop in order to allow pedestrians to cross. So we're doing more of those. We're also doing a lot of construction work on sidewalks through the use of the Countywide Sidewalk Funds, engage in dialogue and creating partnerships with other County agencies, and there's also some really good language in our County General Plan, Maui County General Plan, that facilitates the...or supports Complete Streets. Our next steps is to provide our findings and recommendations back to the Maui County Council, and as I mentioned before, we did have a taskforce made out of different representatives from County agencies as well as State agencies such as the Department of Education and Department of Transportation. And then we also need to come up with a plan for implementation and funding sources, draft Code amendments for both the Subdivision Code and the Zoning Code, and then also work on a design manual. I know earlier today you met to discuss members for the Public Works Commission, and I see that group as being one group that would be very instrumental in helping us create that policy. I also wanted to note that we didn't work with a consultant, we didn't have any monies for it, so a lot of this was done in-house with our Planning Department especially, also with our own Public Works Department facilitating these meetings and...but we are moving forward. It's taking a while, but with the Public Works Commission on board trying to create what's called a Metropolitan Planning Organization, I think having those in place will help us push forward this policy. And I'll turn it back to Dave to talk about Highways.

MR. GOODE: Thank you, Rowena. Highways Division as I mentioned earlier does all of our maintenance. But we also administer the portion of the Traffic Code relating to obstructions in the right-of-way. We have a new employee who's taken over this position and so you may hear something in your offices from time to time about this, but we look forward to, you know, continuing to work with the community on making sure our right-of-ways are free of obstructions. As you know, again, we have to maintain all the roadways and drainage structures, the NRCS drainage structures on the west side of Maui, we have a number of those that are also regulated by DLNR as dams. So we get an annual inspection on those facilities. But our major flood control areas are the three Corps of Engineer facilities, Iao, Kahoma, and Kaunakakai. We recently had our five-year reviews from the Corps of Engineers on both Kahoma and Kaunakakai and received a passing grade with areas that are noted for improvement. We also maintain our veteran cemeteries on all three islands, and we have dedicated personnel on Maui and Molokai for those cemeteries. As you all know, the Maui Veteran's Cemetery is slated to increase by ten acres which will stretch our one individual probably beyond their capabilities so we may be looking in future budgets, I don't think in '15 but perhaps in '16 for additional help in that particular cemetery. We maintain in our garages all the Highways Division fleet as well as the fleets from other departments but not all of them. We've been working real hard on computerizing our...the work that we actually do. It's almost like as if you went to a shop and you got a bill, and now that we have that type of data, I think you'll be seeing in this coming

INFRASTRUCTURE AND ENVIRONMENTAL MANAGEMENT COMMITTEE

Council of the County of Maui

February 11, 2014

Fiscal Year '15 Budget the migrating of funds out of our Department into the other departments for their garage services, and they'll have to be probably a little more tuned into what they spend in gas and repairs as they'll have the funds in their own department. We also assist other departments from time to time with heavy equipment or manpower for certain types of activities that only our Highways Division can accomplish. So you see us doing pothole patching, grass cutting, a lot of sidewalk repair and maintenance as of late, there's been quite a few new sidewalks poured by in-house. We talked about drainage maintenance and repairs are primarily of culverts or inlets that get worn out or sometimes they're run over by cars and whatnot. We do a lot of traffic signs and markings. We're on a seven-year program, think it's seven years to replace all our traffic signs to be what's called retroreflective and we're in year two of that. We have to maintain all our traffic signals which took a beating in all this rain recently. And pavement preservation maintenance is where we've talked about in the past which is where the Department is headed as it relates to the type of activity that we think are best suited for Highways Division. If you look back a number of years, it wasn't that long ago that we were doing a lot of cesspool pumping, we were doing a lot of refuse collection, as the backup pickers on the back of the truck, and we still do a lot of grass cutting where we probably don't...shouldn't be doing it in my opinion, and I think in the opinion of Brian Hashiro as well. By cutting back on those activities we basically ceased cesspool pumping altogether, refuse collection is primarily all done within Solid Waste Division, especially with their automated pickup, and grass cutting we hope to pare down to what we should be doing under the ordinance basically is there to free up manpower to do pavement preservation which is the activities we've talked about in the past, resurfacing, slurry seal, and seal coating. We also continue to do crack sealing and all types of improvements in-house that we can go to areas, you know, strategic areas that would be difficult if not impossible to try to design, or if there's immediate work that needs to be done, we can't wait to have it designed and bid out, we can do it in-house. So this year, this fiscal year we've pushed about 1.6 million I think it is out of our \$5½ million of Countywide resurfacing funds to the Highways Division. They've gone out for year-long contracts to purchase material on a fixed price basis. And we feel we have enough in-house capability to do that amount of work. Tentatively we're looking to double that amount next year depending on what kind of production we get this year. So this is a project that really pictures tell the whole story, but if you haven't been out towards Kahakuloa recently starting at the bridge in Kahakuloa Village and coming back towards Waihee, we're doing about three miles. It took a lot of work in advance to see...to prep and see where there's areas where we can actually make the road a little bit wider here and there, better pullouts, hazards such as trees and rocks, and also to pave these swales so that we can get better drainage. The photo on the right is the before condition. This is as you're heading out by an area I guess where guys call Changs and this had suffered a lot of erosion in a storm event I believe about this time last year. This is basically the same area today coming up out of the Village. So we're gonna spend about a half-million dollars to get this done. We've got a brand new paver in there. The staff did a really good job in working with the residents of the Village. We had a meeting out there at night. I think we got half the residents to show up. Talked to them about when it's a good time for them for us to start and the consensus at the end of the meeting was get going, just do it even though it was during the holidays. So, we

INFRASTRUCTURE AND ENVIRONMENTAL MANAGEMENT COMMITTEE

Council of the County of Maui

February 11, 2014

worked around their bus schedule, tried to work with MEO, and so far it's happening, we're plugging along. It's difficult work sometimes when we're paving and we come back with the roller, rocks start falling down, fortunately no one's been hurt, but we have to be mindful of what we're doing so the progress is slow. To get the trucks, to get the material into the hopper of the machine sometimes we have to back up a half a mile on that road, so I give a lot of credit to the drivers and the crew for staying safe and making this thing work. And Rowena and I drove it what, last week, and it was...it's really nice when you get to it, and I think it's gonna last a long time. Here's what we saw last week. So as you head down, you get an idea of where we're at right now and as we were heading back up towards Waihee. We're also working on Omaopio Road. So this is primarily the Makawao crew whereas the Wailuku crew is doing the work in Kahakuloa. Some of these jobs, of course, we need help from all the districts in bringing trucking for instance. In Omaopio we are handling the top portion so from Kula Highway we're heading down about three miles and then you'll hit an area that we had resurfaced I'd say five, six, seven years ago which is in good enough shape that we didn't have to work over that area. And right now they're using our old paver the one that's 40 years old, so production's a little slower on that, and depending on other activities that they have like currently they do have a lot of grass cutting 'cause of all the rains, they come in and out of there as we have man and equipment and materials available. And so I don't know how many of you have driven up Omaopio Road recently but it's in, the new section is really nice. And then finally out in Lahaina, simultaneously with all this, we're doing OptiPave so this is our first big sealcoat project. Now we're actually...what's that? Oh, this is the Waihee one. Oh, it is. Oh, that's right. Yeah, that's the road in...yeah, this is what we're doing, the type of work we're doing in Kaanapali Hillside. Oceanview Estates, this is the road that connects down to the lower road, and so we've been working in Kaanapali Hillside. And in these types of projects where we're working in the neighborhoods it's difficult because you have a lot of driveway access, people need to get in and out, there's a lot of coordination between the residents so they understand where we are and where they need, need to not drive and so far it's worked out very well and our crew's making great progress because there's no obstacles in the road and we're gonna be doing more and more of this type of work. Essentially again, this OptiPave seals the road so that the water doesn't get into the roadway. First we prep it with a lot of crack sealing, we apply two coats and it could last another five to seven years depending on the amount of wear and tear and the existing condition of the surface and it looks great. I mean, it really looks like it's a new road. And so the aesthetic portion of it is not lost on the folks that live there. Okay, now we're gonna talk about what the Census did to us.

MS. DAGDAG-ANDAYA: And this is going to be the last part of our presentation. We thought we'd end this, our presentation with what happened last year, around this time last year we were notified that Kahului was identified as a small urbanized area according to the recent U.S. Census, and that means that this urbanized area has about 50,000 in population or more. So with that population, it triggered the need or the designation for this part of Maui to establish a Metropolitan Planning Organization and to have a Municipal Stormwater Sewer System, an MS4 Status under the NPDES permit process. You can't really see the names of the streets where the

INFRASTRUCTURE AND ENVIRONMENTAL MANAGEMENT COMMITTEE

Council of the County of Maui

February 11, 2014

urbanized area is located but this gives you a general picture as to where the U.S. Census identified Kahului as. So it stretches from Waihee in the north and then wraps around Kahului and Wailuku and then heads towards the east, a little bit ways right by Kuau. So the UZA, the Urbanized Area is in this green outline and this is what was identified in the last Census. Now we're still trying to find out how...what the formula was in establishing this urbanized area but we've been working with different Federal agencies...Oops. *(NOTE: She caught the laser pointer Councilmember Couch tossed her.)* Thank you. And let me just, hopefully this works. So it starts from here in the East, goes up a little bit past...up on Baldwin Avenue, through Paia, Spreckelsville, the airport area and it makes like a butterfly formation, comes around Kuihelani Highway, I believe this is Kuihelani Highway up through Wailuku Town, and wraps around in Waihee. So this entire green outline here is this new urbanized area. So with the urbanized area that means that we get kicked into a Metropolitan Planning Organization status, and that means for any population greater than 50,000 you're subject to the formation of an MPO. That means Federal funding for transportation projects, for our projects, and also the Department of Transportation projects, transit projects, they all get channeled through this planning process, and this Metropolitan Planning Organization, the only other one in Hawaii is on Oahu. There are various types of Metropolitan Planning Organizations throughout the U.S. There's some very small ones and then there's some very big ones. But basically what it does is it establishes a process for fair and impartial decision making. Along with the MPO, we're also kicked into this Municipal Stormwater Sewer System, this MS4. This means that we are subject to additional permitting requirements under the Clean Water Act and that these areas, any area designated as an MS4 needs to obtain an NPDES Permit for the discharge of storm water into State waters. This is the part that interests me 'cause it requires a community education program about ways to prevent pollutants from entering our stormwater drains as well as any ordinances that we have. So in addition to applying for a permit and being subject to additional permitting requirements, we also have to engage the community in an education program and I guess educate the community as to what needs to be done. And with that, that ends our presentation, so we thank you for your time.

... END PRESENTATION ...

CHAIR COCHRAN: Thank you, Ms. Andaya. And, Members, with that, we shall take a brief recess to reset the room. We are now in recess. ... *(gavel)* ...

RECESS: 2:12 p.m.

RECONVENE: 2:13 p.m.

CHAIR COCHRAN: ... *(gavel)* ... Will the Infrastructure and Environmental Management Committee meeting please reconvene, and thank you, Department, for your presentation. Any other closing remarks from the Department at this point? No? Okay, so then, Members, the floor is open for some discussion. Yes, Mr. Hokama?

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

COUNCILMEMBER HOKAMA: Gee, I had one more on just figures, but the last --

CHAIR COCHRAN: Yeah.

COUNCILMEMBER HOKAMA: --component from Ms. Andaya was kinda interesting. So let me start with the last one since that one really kinda --

CHAIR COCHRAN: Caught you.

COUNCILMEMBER HOKAMA: --made my interest keen. This designation, I know you folks mentioned was part of the Census but I mean, if you read our Charter we really geographically describe Kahului District, Wailuku District. When you go back to the old historical days from the ahupuaas and the Kingdom, what was Wailuku and whatnot was very clear in my understanding, so how does Waihee area, Spreckelsville area, Waikapu become Kahului? And I don't know, maybe this is more for Corp. Counsel, but I would hope you guys appeal it, the designation?

CHAIR COCHRAN: Yeah, go ahead, Director?

MR. GOODE: Thank you, Madam Chair. Mr. Hokama, we had those, kinda the same questions when we first saw this. My limited understanding, it might be better suited for folks in GIS that work on maps and things like that, and I think work more closely with the whole Census process. Somehow if you were to look at a map that these...like it's an urban area, so State designated Urban for the most part. Now there's some in here that I don't think are designated Urban, but I think that airport area kinda connects to Sprecks, connects to Paia, Kuau area as being Urban because if you're looking at it, we had the same question like you can even draw a political district that's gerrymandered. It's hard to imagine how it came about, and evidently there's a process within the Census that you had, jurisdictions had so many months to challenge certain things and I think that time came and went in 2010 or whenever the time came and went, and so that population totaled 55,000. So when we first were notified, we kinda scratched our head as well and looked can we change the designation, that looked like it was an impossibility at the moment. We thought well, you know, if you take out Paia, Kuau will we be under 50? It was all really close. But it ended up being this is it folks, and that UZA, that Urban Zone designation is then used in other Federal regulations as a criteria. So the NPDES Permit or the NPDES process under Federal law basically references back to the Census and says if you're in a UZA then you shall be with this MS4 Program. For the Federal highways legislation that kicks in when a metropolitan organization has to be set up is based on if you're in a UZA. So that UZA that was established in 2010 through the Census then kicked us into these other requirements. And so we've been working on...and our Department is really...is involved in both of those. The MPO we work with Planning and DOT Transportation here. The MS4, we're taking the lead because it's stormwater, but it affects all County owned property within that area. So we've actually,

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

we're gonna get our permits submitted by the end of March but it also has to include Police Department, Fire Department, Housing and Human Concerns, Kaunoha is in this area, all parks, Water Department, their baseyard, sewer, doesn't look like the landfill is in it which is fortunate. So all those departments have to be put under this MS4 Permit. So we've spent a lot of time on this in the last year to really understand why and now it's kinda like how. We've had officials from FHWA come over, not only the Honolulu office, but the mainland office, the planning branches to help us...how do we read those regulations and formulate the MPO? We've worked with State DOT on how that MPO is to work. And now we're working with the Department of Health on the MS4 side to get this permit in place.

COUNCILMEMBER HOKAMA: Well, from my perspective, this is not a good thing for the County at this point in its population numbers. I mean, we're gonna go up against the L.A. County's, Fairfax County's MPOs for funding. MPOs I going tell you now, lucky we gonna get the kind of money, we're gonna compete with Oahu too?

MR. GOODE: Rowena could address some of the funding because there are specific planning funds that we are now eligible for.

MS. DAGDAG-ANDAYA: I am not sure about the transit side. I think it affects Department of Transportation, County DOT more than it does really our Department 'cause we are given those Federal funding for our projects. I don't...to my understanding it doesn't change much but it's more for transit side, and I think they can better address that.

COUNCILMEMBER HOKAMA: Is this something the State initiated because of their projects in the area, harbors and airport?

MS. DAGDAG-ANDAYA: I don't think it...

COUNCILMEMBER HOKAMA: I don't see it to our advantage, so could be to the State's advantage, but not to the County's advantage.

MS. DAGDAG-ANDAYA: I'm not sure if it's a State initiated thing. The notification...

COUNCILMEMBER HOKAMA: Somebody had to request this designation, right? It just doesn't happen.

MR. GOODE: Oh yeah, in both instances we were notified. We didn't ask, but we were notified.

COUNCILMEMBER HOKAMA: And can you tell us who...

MR. GOODE: In the case of the MS4, we were notified by Department of Health, State Department of Health, 'cause that's part of the Clean Water Act --

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

COUNCILMEMBER HOKAMA: Okay, okay.

MR. GOODE: --they get from the EPA, and trying to remember, did we get a letter from FHWA? I think we got a letter from FHWA notifying us of the need to establish the MPO.

COUNCILMEMBER HOKAMA: Okay, that's kinda interesting since they should be the very one that knows that Congress doesn't wanna deal with the Highway Fuel Tax, the Highway Fund and with...not without General Fund giant subsidies in the billions, we're not gonna get money for MPOs and transit and everything else. So I think this puts us lower in the spectrum of getting Federal dollars than really helps us get...and we're gonna spend more money. You guys gonna come to us for money unless what everything you've shared with us that is gonna be done regarding community education, new ordinances, enforcement of those ordinances will all be done with Federal dollars, but I know the Director he's looking at me like it's gonna come from General Funds or County Highway Funds. Is that a good understanding of our Committee this afternoon, Directors?

MR. GOODE: Madam Chair, Mr. Hokama, if I could speak on the, I guess the MS4 side, I'm maybe a little more familiar with. The, in both the, well MS4 and the MPO on the Federal regulations they have small and large. And because we just made it over 50, we're small. Honolulu's large. They have a large urban area for both the MS4 program and the Metropolitan Planning Organization. OMPO is their Planning Organization. It's been around since 1979, I think. But on the MS4 side, there's about six...there's six program areas. So we mentioned community education about putting pollutants into the stormwater system, but there's also needs to be an ordinance and it has to be enforced on...well, you can't put that in the storm system anymore, Mr. Resident or Mr. Business Owner. Like for instance, my understanding right now, if you were to just to open up your radiator and drain your radiator in your driveway and it goes into our storm system there's nothing we can do. But they're gonna look to us to add an ordinance that says you can't do that which means we're gonna have to enforce that, and those funds I would think...

COUNCILMEMBER HOKAMA: Are we required to do that, Director? What if Council chooses not to?

MR. GOODE: Um...

COUNCILMEMBER HOKAMA: We didn't enter into any intergovernmental agreement. The Council didn't authorize this so why would we have the need to be compelled to do it if we didn't think it was a good thing?

MR. GOODE: I would probably defer that answer to Mr. Hopper.

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

COUNCILMEMBER HOKAMA: 'Cause again why is this County being asked to do another State department's responsibility? And that'd be Health's jurisdiction, Health Inspectors. Mr. Hopper, you have a comment you could share with the Committee, please?

CHAIR COCHRAN: Mr. Hopper?

MR. HOPPER: Thank you, Madam Chair. I don't, I don't on that specifically just most likely without having reviewed the details it would be somehow tied to receipt of the Federal funds that's ends up how frankly the Federal and State governments end up enforcing various, you know, requirements. FEMA for example, we have to adopt a Flood Ordinance and maintain certain standards so that we can, the County can be eligible for residents to apply for Federally backed flood insurance. In this case, I do not...I'm not familiar with the history of this particular case, but you know, going through those details with the State and Federal government and understanding why I think is you're bringing up important points and under what basis they would be requiring the County. And I would imagine it would be because of the Federal funds coming in a requirement of receipt of those Federal funds can be, you know, the Federal government has a variety of things that it can probably look to in those cases, but again, I'm not reading everything here. That would be an example of something. It wouldn't necessarily be through a separate intergovernmental agreement other than receipt of Federal funds for certain improvements is something out there that I can...I know in other cases has required the initiation and enforcement of ordinances.

COUNCILMEMBER HOKAMA: Okay, well I don't know if they plan to file it through the State or not, but we worked hard in '78 to make sure that the State cannot mandate to the counties anything that doesn't come with money. So if there's no money, I don't...you know, like I said, I don't feel compelled on the County's part to perform, and that is the big beef with the sister counties in the 48s, Federal mandates without accompanying financial resources. So there's a pushback on the mainland. There'll be big push back. I can tell you that I just trying to understand what is the benefit to this County on this designation and if it was such a good thing, why didn't the County initiate the designation? You know, I find it interesting, Chair. But, Chair, thank you very much, you know, obviously it has my interest, but I don't know maybe the other Members have other points they'd like to share. Thank you.

CHAIR COCHRAN: Thank you, Mr. Hokama. Mr. Couch and then Mr. Guzman.

COUNCILMEMBER COUCH: Thank you, Madam Chair. And I strongly echo the sentiments of Mr. Hokama. This just was thrust upon us because we just happen to have some areas that may be tied together? I mean, there's enough space between Waihee and whatever, you know, Wailuku or Kahului, and there's enough space certainly between Spreckelsville and even though we have the airport there, there's a lot of, lot of open space there. I don't, I don't get how they could do something like that. Are they saying because we don't really have cities that they're making that all one big lump of a urban area even though, I mean we barely...Wailuku has one

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

zip code, that's not very big. Kahului, yeah they have two because of the post office boxes but I mean, it's, it is, it's just crazy to have them say, well this an urbanized area because we see there's, we can find 55,000 people and there you go. I mean, that's a stretch to go to Paia in my opinion and to Waihee. I can kinda see potentially Wailuku-Kahului because we've discussed that in the Maui Island Plan, but even Waikapu there's some gaps in there. But they said this is it, that's like it or lump it, it's that's the way it is no changing or is it...

COUNCILMEMBER HOKAMA: Maybe you should pass one Federal law.

COUNCILMEMBER COUCH: Yeah, I know. We're going to, I know we're going to Washington, D.C., would it help us to appeal to our Congress people saying what's going on here? Okay, I mean, that's...we're gonna go there in three weeks, so I think that's gonna be something that we wanna bring up. 'Cause that's, and I mean, and it was thrust upon us without notice that's what gets me. I know Ms. Johnson-Winer talked about it back when we were talking about --

CHAIR COCHRAN: Yeah, transit funds.

COUNCILMEMBER COUCH: --transit funds and whatnot, but this is crazy. I don't know, any thoughts?

CHAIR COCHRAN: Directors, you had comments?

MR. GOODE: Yeah, Madam Chair and Mr. Couch, I think the...again, it is what it is on the map at this point, but it is probably worth having some discussions on the Federal level because these are Federal regulations. But on the MPO side, I mean the concept of the MPO is that let's take like Los Angeles they have like what, 60 jurisdictions or something, they got counties, cities, and they got major roadways that go...that connect them all, and the idea was they need to coordinate those Federal dollars through this MPO so that as much as really possible the road doesn't go from junk to good, junk to good as it goes through various cities, and towns, and counties. And so there's other instances on the mainland where you have major cities that are divided by a river and they're in different states, but they share these kind of infrastructures so the idea was get these metropolitan planning organizations', umbrella group so you can plan your Federal Transportation dollars in both transit and roadways. That seems to make sense there. It doesn't seem to make sense at least to me here. I mean, as we all know it's us and the State. We have the roads. There's some private roads, but the major infrastructure is us or the State. It doesn't go anywhere. We can't even get to our neighbor, our neighbor islands with our roadways, right? So the need for an MPO it's really just us and the State again. And so they've added this...because the Federal legislation is kinda one size fits all, they're not looking at the unique qualities and geography that we have. And so there's an opportunity perhaps that's one place to look at. I do know that when they passed the...is it Map 21? Yeah, the current FHWA funding which is a two-year deal, we're about a year into it. There was discussion evidentially

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

on the Federal level about increasing the 50,000 to 75,000. That would help. 'Cause you just think of an area of 50,000 I mean, how big a roadways do you really need to service 50,000? You know, we're isolated 50, we're not connected to Los Angeles, we're not connected to San Diego. It's not like the two Kansas cities separated by a river. So...but I think that discussion has to happen on the Federal level and I think you'll find support from our Mayor too for that.

COUNCILMEMBER COUCH: Thank you, Madam Chair.

CHAIR COCHRAN: Good. Okay, thank you, Mr. Couch. Mr. Guzman, you had some thoughts? You look deep in thought.

COUNCILMEMBER GUZMAN: No. Yeah, I just was...I was just thinking do you know when the designation was...I guess the urbanized area designation when that occurred? You mentioned earlier that we were given notice, but I'm fairly certain that we would have an appeal process, right, a period of time to appeal that? So I wanted to know when exactly the notice was given or received.

MR. GOODE: Yeah, we got the notice from the other agencies within the last year, but the Census data it must have come out in 2010 or early 2011 perhaps and then there was a, like you said an appeal process.

COUNCILMEMBER GUZMAN: Yeah, appeal process.

MR. GOODE: And that just...so I don't know the dates. I have no idea.

COUNCILMEMBER GUZMAN: So I'm fairly certain there was an appeal process period that we had a deadline to and I guess that's my inquiry as to who was that sent to, and did we down the line make a decision not to appeal it, and who made that decision? Those are some valid questions that we need to look at. I mean, it's all in retrospect now, but let's try to prevent a similar situation let's say in your district, Chair, you know? That may come into issue down in the future so what are the safety nets to assure that we don't miss an appeal process deadline? Where is this all going, you know? You know, just for, you know, future purposes. Thank you.

CHAIR COCHRAN: Thank you, Mr. Guzman, you bring up a very good point. Yes, Ms. Crivello?

VICE-CHAIR CRIVELLO: So, Mr. Goode, if I understand this designation comes out of the total population which equal to 50,000, is that my understanding?

MR. GOODE: Madam Chair and Ms. Crivello, it comes out of the Census designated area which is a portion of Maui island, so...

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

VICE-CHAIR CRIVELLO: So that being said, isn't the Census designated according to the Census tracts? So if...did they combine or you know, is all of that area of one Census tract or does Kahului have its own Census tract as well as Paia or Kuau or the other areas? 'Cause basically which I don't have access to it right now but if you look at Census tract that's how they take their Census and how they designate if you're rural or what have you. So I think if we check if that whole designated, designation is one Census tract or does it have more than one Census tract? And I think if it has more then how did, why did they combine it?

MR. GOODE: Yeah, to my understanding the tract is a much smaller area like a neighborhood level perhaps, and I don't know enough about how the Census compiles these things. So I think it's more like the GIS folks would know.

VICE-CHAIR CRIVELLO: You know, they have their mapping and maybe GIS can tell us that or we can just look it up, but it's mapped out yeah. Well, if I look at my island, we have I think three or four different Census tract, Kalawao County would have its own Census. Central part of Molokai has its own Census. Maybe the Kaunakakai that goes all the way to the East Side has one Census. So it's not a complete overall and then they designate how each area is kind of recognized.

MR. GOODE: Yeah, so if Molokai has four, so you're looking at maybe 1,500 to 2,000 people per tract roughly. I can't remember the population.

VICE-CHAIR CRIVELLO: Yeah so how did they combine all this Census tract to come out to 50,000?

MR. GOODE: I don't know.

VICE-CHAIR CRIVELLO: I only ask that question because if it makes any sense that's something that we can look at, you know, as to how they come up with that designation.

CHAIR COCHRAN: Thank you. Yeah, that was kind of a shocking. the last two slides just kinda got tossed in there, oh all these great paving...I'm like I think I'll take Kahakuloa Road you know, back home, and I'm like whoa, whoa, whoa, what's this? What's this Census stuff all of a sudden and got a little serious, and I do recall Ms. Jo Anne Johnson-Winer mentioning how she was able to get grant, you know, monies because of the growth and possibly with the designation of urban but never realized this is kinda what was being pictured. And I think yeah, as Mr. Guzman mentioned an appeal process of some kind and yes, we are going to D.C., I think we should look into this more, but it just boggles my brain on how this had come about, I mean and also how it was chosen and these lines are delineated in such a strange, strange way. And then on slide, I guess they're not numbered, well last past, Page 10, top slide in regards, establishes and manages a fair and impartial setting for regional decision making. As Mr. Hokama pointed, pointed out is that gonna...I mean, it must have been instigated perhaps via Oahu or somewhere bigger than us and we're of course part of the State but separated by water and not literally

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

connected physically by land, and perhaps they get more to gain and we don't gain or get scraps or I don't know. And yet we are, we have to follow these, you know, NPDES Permits now more so than we do and all these other things at our cost. So yeah, this is quite interesting that it's come about. Yes, Mr. Hokama.

COUNCILMEMBER HOKAMA: Well, I was just gonna say you know, Chair, that you know, the County has enough battles ongoing with Safe Drinking Water Act, Clean Water Act, Waters of the U.S. I mean with Public Works Department, Environmental Management Department from within the County, Department of Water Supply, you know, there's so many Federal regulations, permitting, rules and whatnot that gosh, you know, they're just swamping our departments with minutia and paperwork instead of getting to the requirements of effective operations. And so, you know, I understand why Mr. Director Goode and others are gonna come and ask us for more positions. But one, if you don't mind, Chair, if I can --

CHAIR COCHRAN: Yes.

COUNCILMEMBER HOKAMA: --just go back to Page 2, Slide 5 please, and that's when I think the Director Dagdag brought up the amount of Building Permits under the DSA achievements, please. So I'm just trying to get a hold, okay, 1,433 Building Permits and that is the whole gamut of Building Permits from commercial buildings, new single families, renovations to existing structures that would be correct, right, the whole gamut of Building Permits?

MS. DAGDAG-ANDAYA: Chair and Councilmember Hokama, that's correct, and I wanted to note yeah, 15 . . . *(clears throat)* . . . excuse me, 1,553 Building Permits, so commercial, residential, small, large projects, renovations.

COUNCILMEMBER HOKAMA: Okay, out of that whole total amount when you say 495 units is that like 400 single-family units or one of those units could be a 12-room, multiplex apartment? Can you give us a little bit more understanding of housing units that component, please?

MS. DAGDAG-ANDAYA: That's correct. There would be multi-family, single-family, ohana units.

COUNCILMEMBER HOKAMA: Yeah. And the multi-family if it's a 12-unit apartment is that considered 12 units or just one big unit?

MS. DAGDAG-ANDAYA: Twelve units.

COUNCILMEMBER HOKAMA: Okay, okay, great. Thank you for that. And that valuation is that a rise of value you see per . . . I don't know how you guys track it if it's average per permit or per unit, but can you give us a sense of this valuation? Is that a good thing? We behind three years ago, hey, we're up 50 percent of last year? If you can give us a sense of what the number is?

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

MR. GOODE: Sure. The valuation is pretty flat from last year and then last year it was up like 40 percent from the year before which was, you know, as you headed into 2009, 2010 the depth of recession it was dragging on maybe around 200 million a year. The peak like 2006 could have been up around 800 million and 3,000, 3,500 permits. That's when if you went down to our office down there, there was a line. And I mean, I think the peak's abnormal. The bottom of the recession is abnormal so this is a decent value I think --

COUNCILMEMBER HOKAMA: Okay.

MR. GOODE: --but my hunch is in, you know, talking to the construction industry is that they can handle more, you know, we don't get to the point where we're importing huge amounts of labor and materials so what's a healthy number for this industry on this County probably be a little bit more.

COUNCILMEMBER HOKAMA: Okay, and that 321, Director Goode, is it basically the materials valuation? It doesn't take in account the labor cost for the construction itself? It's just material value of the permit?

MR. GOODE: Yeah, it's the building permit value which is in the case of single-family homes it's kind of a prescribed number.

COUNCILMEMBER HOKAMA: Right.

MR. GOODE: It's how many dollars per square foot, it's actually in the Code depending if it's good or better construction. And on commercial it's based on the valuation is represented by the architect. Of course, if we find it to be abnormally low we might challenge the number. It does not include projects that are exempted from building permits. So oftentimes we get large State projects that use the exemption process, so they have their own in-house inspection so that could be a large project like the new ConRAC facility at the airport was exempted, but that was I think was \$100 million project.

COUNCILMEMBER HOKAMA: Yeah, it's a big one.

MR. GOODE: That's huge. I mean, that...skews our numbers significantly if you add it.

COUNCILMEMBER HOKAMA: And so those kinds of things kinda skews our economic outlook because it's not really part of the numbers that report, that we give to the community, the business sector or I don't even think we give it to the bond people. But to me that makes a difference, I mean, a 100 million reduction added to 321 would be 421 and to me, that would have been one extremely good number.

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

MR. GOODE: Exactly. In fact, our numbers we send into DBEDT, you know, the economists, the State Economist, we go to hear Paul Brewbaker speak, he's citing these numbers. So actually it was the ConRAC facility, I bring it up because that peaked my interest and I started talking to our staff, and I said, do we count that? And they said, no. And said, well we need to start counting these things. So we're starting to develop a process in-house where when we exempt certain projects and mainly the big ones are State projects. The other exemptions are so small it's not even worth counting. Now we can start to track these numbers and understand the additional value they bring, the economic value. And also we need to look at how are the other counties are counting them and so we're on the same playing field.

COUNCILMEMBER HOKAMA: Yeah, no, I would be very supportive 'cause I would like to know the true dollar impact within the County, you know. I think we can make better decisions that way. So, Chair, thank you. I got just one last one after, you know, all other Members. Thank you.

CHAIR COCHRAN: Okay, okay. Yes, Mr. Couch.

COUNCILMEMBER COUCH: Thank you, Madam Chair. Along that same slide where you say, 537, the number of housing units, is that...that includes remodels versus new, right? Or is that new, just new housing units?

MR. GOODE: Madam Chair and Mr. Couch, those are new. So on the Building Permit application it would be checked new versus remodel.

COUNCILMEMBER COUCH: So there's 537 new housing units last year?

MR. GOODE: That's evidently the number that was granted, now some of those may not have started yet.

COUNCILMEMBER COUCH: Ah, okay. Yeah, 'cause you got 200 right down here down the street . . .(inaudible) . . .

MR. GOODE: But...right, so if you look at in past years like a couple of years ago there was a number of multi-family projects that have been stalled 'cause the economics and then they decide...their permits were about to expire, they came in and got all their permits, but they haven't started. But we did notice as far as single-family goes that was I'd say the biggest bright spot and you see it out there. I mean, there are more single-family homes coming up, the market's come back, it's got its legs under it. So the number of single-family homes was a quite a bit more than the previous years but of course, not close to the peak, was abnormally high.

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

CHAIR COCHRAN: Thank you. Any...yes, Mr. Guzman?

INFRASTRUCTURE AND ENVIRONMENTAL MANAGEMENT COMMITTEE

Council of the County of Maui

February 11, 2014

COUNCILMEMBER GUZMAN: Oh, yeah, you know what on one of the slides caught my interest was the Complete Streets, and you know I've worked with Deputy Director Rowena in terms of Complete Streets Programs. And I'm wondering whether the urbanization designation if there would be funding for sidewalks, pedestrian roadways since we would then be classified in that type of urban area? So when I'm looking at the slide trying to find different sources for this type of program, have you looked into seeing whether that would help us develop more pedestrian, bikeway paths since we're...it seems like when we use the concept Complete Streets it's more urban-type areas, yeah. And there must be some type of funding that would help us along in terms of being advantageous to being designated urban at least in Kahului area?

MS. DAGDAG-ANDAYA: I think, Chair and Councilmember Guzman, I think the designation doesn't necessarily entitle us to additional funding for it, but there are Federal programs, enhancement programs, that we can look into. A lot of the roads reconstruction work that's happening, a lot...it deals with reconstruction of the existing structure. But when you're looking at establishing a new sidewalk or some kind of other enhancement like a bike lane that would trigger the need to tap into a different type of fund. These are more enhancement type of projects. So it would require additional permitting, but again you can tap into those kinds of Federal monies. But again, just to answer your question I don't think it would necessarily give us more monies but it's something that we could...we can definitely look into for funding these types of projects.

COUNCILMEMBER GUZMAN: Okay. One more follow-up, Chair?

CHAIR COCHRAN: Go ahead.

COUNCILMEMBER GUZMAN: In regards to the Complete Streets section in the slide there, you've mentioned here, draft Code amendments particularly with Subdivision Code and Zoning Codes. I know it's gonna basically require you to go into more details, but can you give me a general idea in terms of what type of amendments you're looking at to implement Complete Streets, more pedestrian, more bicycle, walkways, things like that? What type of Code amendments in the Subdivision Code and Zoning Codes are you specifically talking about?

MS. DAGDAG-ANDAYA: Chair, Councilmember Guzman, it would be more with respect to Subdivision like different kinds of improvements required. For example, right now we have the requirement to put in sidewalks. There are some jurisdictions that in their Subdivision Code they don't even have that requirement where in a residential area you need to have a sidewalk, but we do. We're also looking at maybe the size of the roads, the travel lane width, those kinds of things, rural roads versus more urbanized area versus residential roads, putting those kinds of details into the Subdivision Code that would provide the opportunity for more of a Complete Street.

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

CHAIR COCHRAN: Go ahead.

COUNCILMEMBER GUZMAN: And when do you have your Complete Street meetings? When you...it sounds as though you have departments showing up and various sources. Is that open to the public at all or is it mainly just internal at this stage?

MS. DAGDAG-ANDAYA: Chair and Councilmember Guzman, we started meeting last year, in fact, December of 2012 with different County departments and we wanted to keep it in-house for now because we needed to get everybody on board so...and thinking in the same direction. Right now when we're coordinating or working on our different Capital Improvement Projects sometimes it's kind of like we work in silos and we see things in our own departments, but what we wanted to try to establish last year was to think collectively and change the philosophy of how we look at different projects that affect our right-of-way. So back in December through about maybe September of last year we were meeting almost two times a month, sometimes three times a month and we would meet for maybe about two, three hours at the most. And we went from establishing a visioning statement to different, different elements of Complete Streets. So from developing, yeah, a vision statement to who would enforce this, what would be the triggers for Complete Street improvements, design standards, street typologies, those kinds of things, and a lot of this as I mentioned earlier, it was all done in-house without a consultant. So we relied heavily on what the National Complete Streets Association had on their websites, we looked at different policies from various jurisdictions, see how that works in their counties or in their cities and see how we could apply it in Maui County, looking at different examples, talking with different people. I was also talking a lot with Kauai, their Deputy Director and one of their Planners assigned to Complete Streets just to get feedback from them. So a lot of work went into it. We kinda stopped a while because of budget preparation and...but we need to resume it once again. And I know it's taking a long time, but it is a, it's a really heavily involved process that involves the coordination with different departments and it's not something that is a Public Works issue or a Planning Department issue.

COUNCILMEMBER GUZMAN: So it's more intergovernmental departments.

MS. DAGDAG-ANDAYA: Definitely is.

COUNCILMEMBER GUZMAN: Is that something that you would be planning to put forth in your budget or...'cause we haven't seen the Mayor's Budget, but hopefully that you've appropriated or requested some type of funding to go into that Complete Streets, I guess consultation or --

MS. DAGDAG-ANDAYA: We're gonna try to make it...

COUNCILMEMBER GUZMAN: --further studies or something?

MS. DAGDAG-ANDAYA: We're gonna try to make it work.

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

COUNCILMEMBER GUZMAN: Okay.

MS. DAGDAG-ANDAYA: We've been provided with assistance from different organizations so we're taking them up on it. We did work with NPAC to get consultants to come to Maui to do presentations and that really helped. But again, I think we're moving in a really good direction with the Public Works Commission coming on board in the next couple months. I know they're, like I mentioned, they're gonna be a very integral part of the policymaking.

COUNCILMEMBER GUZMAN: And Chair, and I think it's all important in terms if we're going to be designated as Urban I guess at least in Kahului, we've gotta start thinking about connectivity. How are we in the population to get around? I mean, we need to have more pedestrian ways, bike, bikeways to lessen the difficulties of having to use a vehicle. I think it's going to be a problem, always will be but and we've gotta start someplace. We've got the...we've gotta make sure our old Kahului gets somewhat retrofitted at the same time that when we're developing the new areas in Kahului, you know, we make sure that those standards, I guess, the modern standards are placed within so we don't have to go back years later and retrofit. So I think it's a good step in the right direction and hopefully we'll keep going with it. Thank you.

CHAIR COCHRAN: Yeah, okay. Yes, Ms. Andaya?

MS. DAGDAG-ANDAYA: Chair, I also wanted to add that we have...our Engineering Staff is also looking at Safe Routes to School funding, and couple years ago we were awarded about 650,000 in Complete Streets monies for two projects and we're actively pursuing another one out in Paia. And that we haven't gotten word back from State yet on whether or not we've been awarded the monies but we're keeping close contact with them. We're looking at getting, developing partnerships with the schools so that we can do more of these types of projects near the schools, but again, that would take a really heavily involved partnership. Kamalii and Princess Nahienaena for example, they had to do flyers, surveys, interviews with parents and teachers so it's...a lot of schools don't really want to do this, but it's gonna be an important part in getting some Safe Routes to School monies.

CHAIR COCHRAN: Yeah, thank you.

COUNCILMEMBER GUZMAN: Thank you.

CHAIR COCHRAN: Thank you, and so...oh, any other comments, Members? Questions? Yes, Mr. Hokama.

COUNCILMEMBER HOKAMA: I have one area of, I believe it's a small concern, Chair, but while I'm happy the Department is moving into e-transactions, you know, I still have some of my druthers, you know, in dealing with Secret Service, FBI and whatnot for cyber security

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

requirements. How into the e-approvals are you folks currently within your Department, please Directors?

CHAIR COCHRAN: Director?

MR. GOODE: Madam Chair, Mr. Hokama, you mean e-approvals or . . . *(inaudible)* . . .

COUNCILMEMBER HOKAMA: Yeah, I believe, you know, in part of your presentation was about Building Permits and having e-signoffs or...

CHAIR COCHRAN: E-signatures.

COUNCILMEMBER HOKAMA: This would be on Page 3, the top slide, streamlining procedures electronic approval, e-signatures for permits, could you give us a status of how far into implementation is the Department, please?

MS. DAGDAG-ANDAYA: Chair and Councilmember Hokama, currently when the different departments sign off on the building permits what our Department does or what DSA does is they send around the green sheet, the infamous 8½ x 14 green sheet and it goes from...when the Department says that they're "ready to sign off" then our DSA routes that green sheet to them and they physically sign off on it. And then when the next department is ready, it'll take some time to get the green sheet back and route to the next department and then so...and so on. With respect to the electronic approval, once the department is ready what they can do is sign off on KIVA. So instead of it just being ready, then they'll just sign off electronically that way.

COUNCILMEMBER HOKAMA: Okay, so let's say Mr. Goode is your property owner, he wants a...he finished, you know, he wants to close the walls so he wants an electrical inspection at his site, you send your inspector, Director. The inspector signs off also electronically to Mr. Goode's request and that gets processed through our software, hardware systems and that will show up on KIVA back here? Is that also at that level or at the request site of inspection that those things are also done?

MS. DAGDAG-ANDAYA: Chair and Councilmember Hokama, yeah we started a pilot program using iPads, so that when the inspectors go onto the site...now this is only with building permits or building inspections, when they go onsite they can...the inspector takes their notes, takes their photos, inputs their information using the iPad, and that way they don't have to come back to the office, type out their report and input it into KIVA. It can all be done electronically on...remotely.

COUNCILMEMBER HOKAMA: If there's adjustments to the building plan itself is that done on the hard copy or that's done on one electronic face? You know, it's like a change order and you know ...*(inaudible)*... say, okay, you know, I understand. Instead of doing this, let's...I'll agree

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

to do this, this so let's just mark on the plan, you know, this is what inspector recommended, I agree, he initials off, I initial off and that's how I'm gonna perform and comply with the County's requirements. So how do we deal with those types of situations?

MR. GOODE: Yeah, that's hard copy. 'Cause still on the jobsite there's still the orange sheet --

COUNCILMEMBER HOKAMA: Yeah.

MR. GOODE: --that has all the various inspectors sign off. So at least the contractor has a record 'cause sometimes the contractor is not there for the inspection. Usually when there's an inspection it means we have to stop till we get the inspection --

COUNCILMEMBER HOKAMA: Right, right.

MR. GOODE: --they go somewhere else work on another job, the inspector comes. For changes, in almost any size, decent size project there's changes, it can be I don't want the window here, I want the window over here. Okay, here just note on the plan that's a field change, it's good to go. If it's beyond a field change, then we need it reviewed again, so that's all...in any case, it's hard copy. So marked on the plans that are on the site, okay they moved the window, initial it.

COUNCILMEMBER HOKAMA: Okay, yeah, I just wanted to understand the backup as well as keeping the integrity of...I don't put nothing pass hackers. I mean they're some of the most brilliant guys in the world, hackers. So I don't have...I don't put it past someone smart enough to change the plan electronically after approval. But hearing that there's a hard copy that the County...and again, it's something that the Council is working on, it's in my Committee, how we're gonna deal with recordkeeping as the amount of records keeps growing as the County keeps getting older and older. We gonna come have to deal with record management, integrity of the system and everything else. So that's why I'm asking you these questions. I'm intrigued how you folks are approaching it. Yes...*(inaudible)*...

MR. GOODE: For us, I guess we're assuming the back-of-the-house is handling the cyber security aspect because that's something beyond our capability. So we're looking at ease of use for ourselves and our customers. And so if we can deploy electronic sign-offs, and remember we're dealing with KIVA which is almost 20 years old and no longer being supported. That's why we mentioned in this thing our biggest challenge is the KIVA replacement moving forward. And so we've started with ITS, they've hired I think, Gardner and Associates to look at a high-level approach, but migrating to a new software that can use all the current devices and devices still yet to be seen, and then...but that security side is really, really important, right, as well as data storage, 'cause we wanna get away from the paper as much as we can.

COUNCILMEMBER HOKAMA: We understand that, Director.

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

MR. GOODE: We can't physically keep it.

COUNCILMEMBER HOKAMA: Yeah, you know, our concern now is not the computer in your office, we're more concerned about that iPad that's out in the field and that's how they're gonna penetrate the County's hardware. It's one small external device like a smart phone, a mini pad that will be the route to break into the County system. It's not actually breaking into MIS itself, they're gonna find a different...my office phone line or somebody, a way to penetrate the County. So you know, for us I think it's good what you're moving toward. I think we just need to be smart and make sure we get the protections to protect the work integrity and security of our confidential information. So I appreciate your folk's efforts in this.

MS. DAGDAG-ANDAYA: Yeah, I think those are really good points you make, Councilmember Hokama, and I think those are also some questions that our staff had in trying to come up with a process for electronic approvals. And with respect to Building Permits, we're also looking at like a...in addition to what the IT Department is doing with the replacement of KIVA, with electronic approvals and even building plan submission it might not be, you know, it might be like a third party software that would interface with whatever is replacing KIVA. So those are things that staff is really working on right now and we're just looking forward to replacing KIVA in the next few months.

COUNCILMEMBER HOKAMA: On quick last question. Have you folks worked on security protocols already for your...within your Department? Like an example, not that my colleague next to me would do it, but you know, he has some understanding of the internet, computer software and whatnot. No, my thing is if there is penetration in your Department regarding confidential whether it's a permit itself, the building plan itself, is your staff aware of what is the protocols on keeping forensic data viable for investigations purposes whether it be with Secret Service, FBI, Maui Police Department, but the idea of just ripping it off the wall to break a connection may not be the advised approach. Because, you know, you don't want more penetration, but possibly by breaking that connection you destroy all the forensic evidence to get the guy at the other end of the line because you broke the connection. And so maybe the protocol is do not break the connection, you know, go to shutdown mode, but don't...let us be able to go backtrack it and investigate and reverse the signal to go get the bad guy. Those kind of protocols is that something you guys thought about or had some discussions?

CHAIR COCHRAN: Director?

MR. GOODE: Madam Chair and Mr. Hokama, I really don't know much about that at all. I mean, if there...I guess, it sounds like you have something in your Committee on that. I think that would be a good one to look into further. Certainly as we move through the procurement process on the KIVA replacement, I know ITS is probably more focused now than ever on security. I mean, we're all reading about it in the news so it's something that we'll be sure to bring up with them as we go through that process.

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

COUNCILMEMBER HOKAMA: And again, you know, I just commend you folks for moving into this new efficiency direction. You know, I'm very supportive, but I think we just gotta be smart how we do it, implement it. Thank you very much.

MR. GOODE: Could I add one more thing related to that?

CHAIR COCHRAN: Yes.

MR. GOODE: I mean, we mentioned Glen Ueno is the head of DSA.

COUNCILMEMBER HOKAMA: Yeah.

MR. GOODE: But I mean it is worth mentioning too that both Lance Nakamura and...Lance Nakamura and Leslie Otani, the three of them, you know is kinda the leadership within that Division, they are...there's no stone unturned. They're looking at every single process they do and this is stuff they're doing so it doesn't...we don't have to come to Council, we don't have to change ordinances, we don't have to promulgate rules, they just kinda tell us, hey, we got this idea, we're doing this, and they're meeting with other departments that they feel like oh you know, I think the way you're handling this maybe could be improved. I mean, they're...that's the kind of initiative that they're pursuing and I think it's important that they be recognized for that effort and to continue those efforts.

COUNCILMEMBER HOKAMA: You're absolutely right, Director, and we thank you for recognizing those individuals. But I will also say please reach out to your sister counties, you know, I'm a big supporter of the peer-to-peer exchange and you know, you have sister counties that have already done where we wanna go. And so, you know, I'm with Ms., your Deputy Andaya. I would rather you call our sister county, learn from them than ask me for \$100,000 consultant contract. 'Cause I would rather give you that money to implement the program that you've learned from peers of what to avoid and what to really go after. So, you know, that would be my approach, but thank you very much. Thank you.

CHAIR COCHRAN: Mr. Couch, you had your hand up?

COUNCILMEMBER COUCH: Thank you, Madam Chair. And I wish I was half as good as Mr. Hokama thinks I am. I can only pretty much control Mr. Guzman's phone from here.

COUNCILMEMBER GUZMAN: Wait a minute, I . . . *(inaudible)* . . . a rebuttal here.

COUNCILMEMBER COUCH: Mr. Goode, is there a way you can get us kinda an analysis and it would have to be kind of quick of the benefits versus the costs on this MPO? So that when we go, there's gonna be I think five of us going to Washington, D.C., if we go there en masse and

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

say, hey, can you figure out how to either rescind that or figure out what we can do to fix this, that we really wanna fix it? I mean, it may be that there may be more benefits. Right now I don't see any and certainly Mr. Hokama has mentioned too that it doesn't look like there's a lot of benefits versus the cost of having this designation. So is it possible you can get something for the Committee so that we might be able to talk to our Congressmen and Congresswomen?

MR. GOODE: Yes, I think we can help put together something along with Jo Anne Johnson-Winer.

COUNCILMEMBER COUCH: 'Cause we may not want to ask to have it rescinded or whatever, but it seems like we do.

MR. GOODE: If I could add, Chair?

CHAIR COCHRAN: Yes.

MR. GOODE: I mean, when we first found out that we were in it understanding the whole Census thing I mean our initial understanding was it's our option to join or not join. So actually we sent a letter to the Governor saying, thanks but I think we're okay. And then we got a letter back, no, you gotta do it. And actually FHWA and DOT they've been very accommodating in helping us in trying to set it up and understand the Federal regs and whether we even needed State enabling legislation or not and it looks like we don't. But at the very beginning in order to make the decision of we thought we had a choice that's what I wanted, well give me...so I presented it to the Mayor, I mean, what are the benefits, what are we...you know, how do we weigh, you know where we wanna go? It's just...I couldn't get our hands on it. So we've learned a lot since then. There are some funding opportunities and again, it might affect transit more than it affects highways, but we'll do our best based on what we've learned to be able to present you something.

COUNCILMEMBER COUCH: And, Madam Chair...thank you, Mr. Goode. Mr. Goode came up with a really good example as to why it isn't a good one size fits all because we just have the County and the State and that's it. We're not, you know, different cities fighting against each other. It's just two entities. So I think we can come up with a good reason for an exemption if we wanna do that, so thank you.

CHAIR COCHRAN: Yes. Mr. Hokama, you had comments?

COUNCILMEMBER HOKAMA: We are already at National working on the reauthorization of Map 21 so as the Director said it was authorized last one by Congress for two years. However, one year has already gone by believe it or not by the Federal, the way we count the clock. So we're already working on reauthorization. Part of it is going for a five-year reauthorization term and it's also part of discussion on whether we should change the numbers of what qualifies for Rural Planning Organization, Metropolitan Planning Organizations. So if the County believes...one

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

way to address our situation is to push for the 75,000 population number to designate the MPO then you know, that is something of course, through my initiative will be a primary focus of our efforts at National. So we'd be very happy to get your thoughts, yeah 'cause it is a doable thing in the reauthorization efforts. So yeah, we look forward to your comments, please.

MR. GOODE: Okay, thank you.

CHAIR COCHRAN: Yeah, thank you, Mr. Hokama. I agree. Yes, Ms. Crivello.

VICE-CHAIR CRIVELLO: I'm kinda stuck on this Census tract thing because it determines where they take their Census. And if you look in your...and I was just trying to check here, the Maui County Data Book it has all its boundaries and that's how they determine whether it's rural, metropolitan or what have you because that's how they break down their Census and the population. So when you look at how they determined that we're metropolitan and comparing that with our designated Census tract it just kinda doesn't jive, so I would suggest looking into that further.

CHAIR COCHRAN: Thank you.

VICE-CHAIR CRIVELLO: 'Cause how they came up with that population, unless they wiped out what the Federal, what the Federal Census, how they do it with the different Census tract.

CHAIR COCHRAN: Yeah, I think definitely worthy of further, you know, scrutinization and investigation to see. Again, we don't know all the parameters and you know, positives and negatives and perhaps we do and maybe we don't, but until then, you know, if there is a way to stay in it or as Mr. Hokama said, we can bump up the population number thereby we're not in it. So there's some questions and hopefully we'll get answers prior to heading off to D.C., and, Members, any further? I have a few questions in regards to the presentation and...on, just starting at Page 1, you mentioned a physical analyst position, an actual person for that, is that what you're looking for?

MR. GOODE: Fiscal. Fiscal, so a money person that can really analyze our expenditures, our cost...like for instance our cost of paving, how we do our reimbursements on the Federal side. I think we had a discussion in this Committee or Budget Committee about rates and fees, you know, and those should be tied to your costs of service and knowing exactly what our costs of service are and how it might change over time and those kinda activities. So those are some, just some of the activities that we feel a Fiscal Analyst is something this...I mean, a Department that's spending \$45 million a year in contracts and an operating budget less, slightly less than that, you know, we're relying on engineers within our Divisions to run the numbers and they're pretty good at it, but if their sole focus was running numbers they'd be even better at it.

CHAIR COCHRAN: Right, so is that, are you hinting that there'll be an ask during this budget then?

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

MR. GOODE: Yeah, and I'm hinting that will be an ask, yeah.

CHAIR COCHRAN: Okay. And then the next slide down in regards to...that is interesting, the Nuisance Ordinance, and I guess you mentioned or that the unkept I guess areas or is that just places that people have concerns that my neighbor isn't, you know, upkeeping his end of the bargain type of deal? And you folks head on out there to go take a look-see and somehow determine who needs to correct what in order to be in compliance?

MR. GOODE: Yes.

CHAIR COCHRAN: So how, how do you prioritize I guess basically or do people get in a queue or how does this work? Is it complaint driven?

MR. GOODE: Well, we have what's called I think the Beautification Ordinance and it does single out our Department I believe and it has some language in there that we try to apply. So it's basically by Request for Service. I think we've had, we had one in Kihei. Mr. Couch did it recently where it's kind of a property that looked like they were stockpiling stuff. It was almost not quite homeless encampments and which might be a Building Code issue and so we look at the ordinance and see does it apply? We've had unfortunately another one in Kihei that was, comes to mind it was almost like a hoarding kind of thing. So the neighbor, in fact we went out, I went out to the site at one point, the neighbor's place was spotless, perfect. The neighbor's place was like mango tree had...had never been picked up in years, there were rats, there was all kinds of stuff all over the yard and it fit within the Beautification Ordinance. So our Staff worked with that individual for a period of time and eventually we actually got Community Work Day in there and cleaned it up significantly at least to the point where we could say it met the ordinance. Now it wasn't quite as nice as the neighbors, but rarely use the Beautification Ordinance. We've had homes that have been abandoned because of foreclosure, the banks have been trying to deal with that become neighborhood nuisance areas where we've been able to use the ordinance. But it's basically on request and we definitely see it as a health and safety issue so it's not something we wanna put off. Wanna try to address it right away. Oftentimes we involve the police if we need to. We don't get that many. I don't know, you see the RFSs, Rowena, we get one a month? One a month, something like that. You can just add some more.

MS. DAGDAG-ANDAYA: Sometimes we do work with other agencies. One in particular is Department of Health as it relates to vector control, mosquitoes, rats. So we need to work in partnership with them. Fire Department is another one because of large brush potentially being a fire hazard. So we do work with the other departments.

CHAIR COCHRAN: Okay.

COUNCILMEMBER HOKAMA: Point of clarification, please?

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

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

COUNCILMEMBER HOKAMA: Would it be accurate on the Committee's part that that...after those type of cleanup efforts are done, do we send the bill to the property owner? I thought that it's in the Code that the property owner ends up paying for those services after even sufficient notice of their responsibility, but I'm not sure so I'm asking the question.

MR. GOODE: Yeah there's...just looking quickly there is a provision in the ordinance that allows us to bill them with interest at 10 percent per year in the Code.

COUNCILMEMBER HOKAMA: So do we send the banks a cleaning bill to take up the property they've foreclosed and taken back from the loan recipient, the mortgage recipient?

MR. GOODE: Yeah, and I think in those instances we always deal with the owner so depends I guess where they are in the foreclosure process, who's the owner. But even on sidewalks where we have go in where people don't maintain that area and we have to go do it, we've billed them. We've collected. We've had to send some through Corp. Counsel to try to collect. We've probably written off some that we couldn't collect. So we try.

COUNCILMEMBER HOKAMA: You can always lien the property.

MR. GOODE: Oh yeah.

COUNCILMEMBER HOKAMA: It works. Trust me. We did that for bad property tax collection and once they get the lien, they pay the County. So thank you for that. Thank you, Chair.

CHAIR COCHRAN: Thank you for the question. So the nuisance thing too though I was thinking not just so much as an eyesore or physical, you know, lack of beauty issues, but things that someone built something and now it's created a drainage flood issue on their property or something of that nature as a nuisance to their home and now it's undermining their foundation or something of that nature? So is that fall under that ordinance or no?

MR. GOODE: No.

CHAIR COCHRAN: Is that something different? Categorized?

MR. GOODE: That might be something different. The Nuisance Ordinance is more towards rubbish, weeds, and things like that.

CHAIR COCHRAN: Okay, so...

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

MR. GOODE: But if you alter the drainage on your property, you could be in violation I guess of the Grading Ordinance if there's...or they do a construction activity. If not, if it affects, I guess our roadways, then we have an ordinance that says, you know, if you do things in a drainageway that affects, it could affect our roadways, it's usually the culverts then we have a provision for that. And unfortunately there's other areas where we simply can't help and have to say, look it's a civil matter between two property owners. So I think it really boils down to if it affects the drainageway that affects our roadways we have capabilities to go in. If it's related to construction activity through our permitting process we have capabilities, but if it's someone just moving some things in their yard and it doesn't require or trigger a grading permit and it affects the neighbor, it might be a civil matter.

CHAIR COCHRAN: And that again is, a person would put in a Request for Service. And here it says in your next page that site visits are done on the same day, same day to reduce the burden on the property owner but obviously that doesn't always occur as I've been hearing and been told.

MR. GOODE: Oh, yeah I think what that one means is rather than sending out a Building Inspector and then the Plumbing Inspector and then the Electrical Inspector say for a purported illegal structure, we send them all one time. So that actually, we may not get to them for two weeks to coordinate that but at least the owner doesn't have to have three separate requests or four if you send the Zoning Inspector from Planning. We actually coordinate with Planning and say, hey let's all go, we all go one team, one time. So we try to get to the RFSs as soon as we can, but what we try to do is evaluate them in advance, call them back, sometimes they say it's urgent and you talk to them, well, it's not that urgent or we have people call that says oh, I'm turning in 20 units in my condo building. Well, you can imagine what kind of hornet's nest we might be walking into. So sometimes we can talk them down into do they know of one that really exists. And so we try to evaluate them as they come in and hit the ones that are really important and immediate health and safety issue. Oh, I rented this place and had Romex on the ground, hot electric on the ground in a puddle, you know, let's get out there tomorrow.

CHAIR COCHRAN: Right, so priorities in that sense?

MR. GOODE: Yeah.

COUNCILMEMBER HOKAMA: Chair?

CHAIR COCHRAN: Did you have...yes?

COUNCILMEMBER HOKAMA: I'd just like to make a quick comment. I can verify that Lanai recently had a RFS and the Department responded quickly, even sending the Inspector to Lanai within I would say a very reasonable timeframe, and so I can justify to the Committee that yes, Public Works does respond well especially to the Lanai situation I was made aware of. Thank you.

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

CHAIR COCHRAN: Oh, okay. Very good and that's a entirely other island and you know, takes time to get there. And then on Page 2 in regards to the numbers, I know Ms. Andaya changed the numbers, they bumped up higher. But I'm just wondering what, is it an increase from last year? 'Cause I'm cross-referencing last year's presentation and it...you're just stating you would like to increase by this certain percentage and then you're giving us the numbers, but I don't...there's no numbers to cross-reference to, to tell me that the numbers you're presenting us today is up or down or the same. So I was wondering where we're at?

MR. GOODE: Yeah, they're, they're about the same in terms of the number of permits issued and the valuation. The number of housing units did go up. So there's a change in the types of permits more, more Single-Family and maybe less Commercial or Hotel. So the valuation ended up being roughly the same. But in any case and compared to 2011, it's up about 40 percent.

CHAIR COCHRAN: Okay. And always you're mentioning about KIVA and how you wanna switch that out. Is that something like a complete new software then you're looking to integrate into and implement? And you already have it? Did we budget such a thing or are looking into purchasing?

MR. GOODE: Right now IT is taking the lead in helping us to identify what the potential types of software are out there, how the RFP or bids will be structured. And I can't recall if it's something we're asking for funding in '15 or '16. You remember, Rowena? But in any case, we will be looking for an appropriation from the Council in the very near future. And then it's gonna take a lot of man hours, you know, to make sure that the roll over is done, that we preserve all the data, that, you know, it migrates to the new service. So it's a really big project for, for the Department as a whole.

CHAIR COCHRAN: Okay, but hopefully it will improve our efficiency in everything else. And then kinda lastly in a sense, with the new bypass opening up I recall in one of my Committees it was stated that the State will not be responsible for, you know, parallel highways so Highway 30 versus the new bypass. So now currently Highway 30 below Phase I and II are now County jurisdiction and Public Works kuleana to maintain and take care of funding for?

MR. GOODE: I can say fortunately not yet. Two things would have to happen. One is we need to negotiate an amendment to...we have an intergovernmental agreement with DOT, I think it started in 1967 or something like that. There's been like 15 amendments. So as we've traded or said you're taking over various aspects of the roadway, and then we gotta come here. You gotta accept that roadway as a County property. So we haven't even begun discussions yet on the intergovernmental agreement but I expect that we, we will at some point, and when we have an idea of when that might be and what the costs are associated with it, we'll budget for it accordingly.

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

CHAIR COCHRAN: Okay.

MR. GOODE: We'll make sure we don't take it over or even come here to ask you folks to take it over unless we know we got the funding behind us.

CHAIR COCHRAN: Okay. Yeah, that would be nice, yes. Thank you. And this is kind of off topic but I'm looking at the flood control projects that we're in charge of or maintaining and the one, the flood control over that lets out by Kauula, the whole Launiupoko area, that ending section into the ocean that is the County's section?

MR. GOODE: That's correct, yes.

CHAIR COCHRAN: Well, just...and I've been meaning to tell your office this, but I've been noticing people, I don't know if they're having parties or they're skateboarding or there just seems to be a big congregation, and not to tattle tale here but every day I drive by the last few days I just notice people are physically in it. And you know, I don't want liability for us and you know, putting more things on Mr. Hokama's plate there in his Policy Committee, but I did see people skateboarding and there's graffiti now and people park along the, the old road that was built, you know, when we were all diverted off 30 to build the control channel. So there is like a very nice paved road there and people are parking and sorta hanging and they kinda walk down into the flood control.

MR. GOODE: Oh, okay.

CHAIR COCHRAN: So just heads up on whatever is going on there.

MR. GOODE: Thanks, thanks for letting us know.

CHAIR COCHRAN: Okay, and then I think the...just wanted to get a comment about those curb, what did she call them, Tova Callender and the Maui Kumuwai, the baskets, in the little gutters, storm drain gutters? Are we moving forward? You know, you committed to three, but has the Department thought more in wanting, willing to pick up more to try out or I don't know have you been looking at that at all?

MS. DAGDAG-ANDAYA: We haven't...Chair, we haven't tried...well, the program hasn't been initiated yet. But I know there's gonna be a lot of education with our staff or for our staff in how to maintain the baskets. We wanted to do it as a trial, you know, just to see how it works, how it would affect our operations, and then gradually increase it to add more curb inlet baskets. It sounds like a great idea, and something that we wanna take a look at as well, but if it impacts our operations as such, you know, we might have to request for more positions or try to rearrange some things within our Department to accommodate it.

**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

CHAIR COCHRAN: Okay. Well, if there's any way I can assist, but I think it'd be a great addition to our storm drains in capturing the pollutants that, you know, prior to getting to the ocean and what have you. So anyways, Members, I don't have any more. Do anyone else have any further discussion, questions, comments, no? Okay then, with that I wanna thank Departments. Department you have closing comments or Mr. Hopper anything to add, no? Okay...

MR. GOODE: No, I just wanna on behalf of the Department thank, thank you again for hosting us, if you will, and giving the opportunity to talk story about what we're doing and hope we didn't surprise you too much with the urban zone area, but I think if we work together, I mean, we can find a better solution for Maui County.

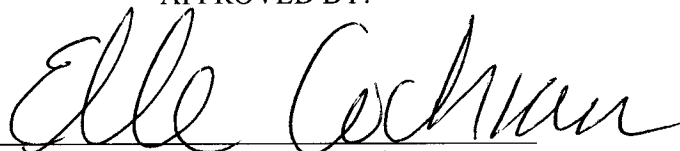
CHAIR COCHRAN: Oh, okay. Yeah, and please, yeah, follow up with us so we can get more information as we go to Washington, D.C., and if we need to lobby and you know, educate our leadership there then, then so be it. And with your assistance that would be that much better.

ACTION: DEFER.

CHAIR COCHRAN: So, okay, Members, thank you, Staff, thank you, Members, for being here and Administration, with that this meeting is adjourned. . . . *(gavel)* . . .

ADJOURN: 3:32 p.m.

APPROVED BY:



ELLE COCHRAN, Chair
Infrastructure and Environmental
Management Committee

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Transcribed by: Carolyn Takayama-Corden

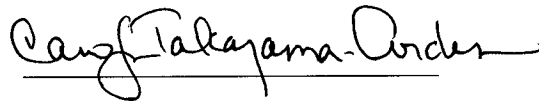
**INFRASTRUCTURE AND ENVIRONMENTAL
MANAGEMENT COMMITTEE**

Council of the County of Maui

February 11, 2014

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 4th day of March, 2014, in Makawao, Hawaii

A handwritten signature in cursive script that reads "Carolyn Takayama-Corden". The signature is written in black ink and is positioned above a horizontal line.

Carolyn Takayama-Corden