

WATER AND INFRASTRUCTURE COMMITTEE

Council of the County of Maui

MINUTES

June 3, 2019

Council Chamber, 8th Floor

CONVENE: 1:30 p.m.

PRESENT: Councilmember Alice L. Lee, Chair
Councilmember Tamara Paltin, Vice-Chair
Councilmember Riki Hokama
Councilmember Tasha Kama
Councilmember Michael J. Molina
Councilmember Keani N.W. Rawlins-Fernandez (out 3:02 p.m.)
Councilmember Shane M. Sinenci

NON-VOTING MEMBERS:
Councilmember Kelly T. King (out 2:30 p.m.)

STAFF: Carla Nakata, Legislative Attorney
Christy Chung, Legislative Analyst
Rayna Yap, Committee Secretary
Zhantell Lindo, Council Aide, Molokai Council Office (via telephone conference bridge)
Denise Fernandez, Council Aide, Lanai Council Office (via telephone conference bridge)
Mavis Oliveira-Medeiros, Council Aide, Hana Council Office (via telephone conference bridge)
(Seated in the gallery):
Dianne Shimizu, Executive Assistant to Councilmember Alice L. Lee

ADMIN.: Eric Nakagawa, Director, Department of Environmental Management
Jeffrey Pearson, Director, Department of Water Supply
Rowena Dagdag-Andaya, Director, Department of Public Works
Kristilee Ono, Civil Engineer V, Department of Public Works
Wendy Kobashigawa, Civil Engineer V, Department of Public Works
Jennifer Oana, Deputy Corporation Counsel, Department of the Corporation Counsel
(Seated in the gallery):
Stephen Welling, Deputy Director, Department of Public Works
John Smith, Division Chief of the Highways Division, Department of Public Works

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Eric Yamashige, Highways Superintendent, Department of Public Works
Gary Ambrose, Central District Supervisor, Department of Public Works
Michael Kinores, Highway Construction and Maintenance Supervisor I, Department of Public Works
Troy Kahalekai, Highway Construction and Maintenance Supervisor II, Department of Public Works
Paul Barany, Automotive Services Coordinator, Department of Public Works
Ty Takeno, Civil Engineer VI, Department of Public Works
Linda Monden, Right-Of-Way Agent V, Department of Public Works
David Galazin, Deputy Corporation Counsel, Department of the Corporation Counsel

OTHERS: Mahina Martin, Maui Electric Company

PRESS: *Akaku: Maui Community Television, Inc.*

CHAIR LEE: . . .*(gavel)*. . . Good afternoon, everyone. Will the Water and Infrastructure Committee meeting please come to order. This is Monday, June 3rd. Please silence all cell phones, everyone--the masses in the audience--and other noise-making devices. Okay. The words for this afternoon are boa tarde. Boa tarde is from Portugal and it means good afternoon. In attendance today, we have our Vice-Chair Tamara Paltin.

VICE-CHAIR PALTIN: Aloha, Chair.

CHAIR LEE: Aloha. And then Councilmember Riki Hokama.

COUNCILMEMBER HOKAMA: Chair.

CHAIR LEE: And Councilmember Tasha Kama should be here soon. Councilmember Michael Molina.

COUNCILMEMBER MOLINA: Good afternoon, Chair.

CHAIR LEE: Good afternoon. Councilmember Keani Rawlins-Fernandez.

COUNCILMEMBER RAWLINS-FERNANDEZ: Aloha auinala, Chair.

CHAIR LEE: Just what I was going to say. And Councilmember Shane Sinenci.

COUNCILMEMBER SINENCI: Aloha, Madam Chair.

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CHAIR LEE: Aloha. And then we also have a visitor with us, Council Chair Kelly King.

COUNCILMEMBER KING: Aloha.

CHAIR LEE: Aloha.

COUNCILMEMBER KING: Thanks for having me.

CHAIR LEE: Oh, anytime. And then the other non-voting Member is Councilmember Yuki Lei Sugimura, who is resting after her very busy meeting this morning. Oh, and then here we have Councilmember Tasha Kama.

COUNCILMEMBER KAMA: Good afternoon, Chair.

CHAIR LEE: Good afternoon. All right. Our Committee Staff, Christy Chung, Legislative Analyst.

MS. CHUNG: Good afternoon, Chair.

CHAIR LEE: Hi. Carla Nakata, Legislative Attorney. Rayna Yap, Committee Secretary. Also, our District Office Staff, Mavis Oliveira-Medeiros in our Hana Office. Mavis, are you there?

MS. OLIVEIRA-MEDEIROS: I'm here.

CHAIR LEE: Hi. How're you doing?

MS. OLIVEIRA-MEDEIROS: Pretty good. How are you?

CHAIR LEE: Pretty good. Do we have anybody there to testify?

MS. OLIVEIRA-MEDEIROS: No. There's nobody here waiting to testify.

CHAIR LEE: Okay. Thank you. But don't go away because we have lots of interesting information for everybody. Denise Fernandez, Lanai Office?

MS. FERNANDEZ: Good afternoon, Chair. This is Denise Fernandez at the Lanai Office and there are no testifiers.

CHAIR LEE: All right. Thank you, Denise. And then Zhantell Lindo in the Molokai Office, did she...did you reach her by e-mail?

MS. CHUNG: Oh, she's on the phone.

CHAIR LEE: Oh, she's on the phone.

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MS. LINDO: Good afternoon, Chair. This is Zhan at the Molokai District Office and there are no testifiers.

CHAIR LEE: Oh, okay. Nice to hear from you, Zhantell. All right.

MS. LINDO: Thank you.

CHAIR LEE: Okay. And now, from the Administration, we have here Eric Nakagawa. Eric, Director of Environmental Management. Say hello, Eric.

MR. NAKAGAWA: Aloha, Chair.

CHAIR LEE: Okay. Very good. Mr. Jeff Pearson, Director of Department of Water Supply, in the audience. And then the Department of Public Works, Director Rowena Dagdag-Andaya. Is she here? Okay. Kristi Ono, Civil Engineer. Oh, there they come. Here comes Rowena. And is that Kristi Ono, Civil Engineer V? Okay. Oh, that's you, okay, very good, thank you. And then Wendy Kobashigawa, the other engineer. Thank you. And then other staff that Rowena, you can introduce later when your item comes up, okay? All right. And from the office of Corporation Counsel, Jennifer Oana.

MS. OANA: Good afternoon --

CHAIR LEE: Okay.

MS. OANA: --Chair.

CHAIR LEE: We're all here, very good. So, if there are no objections, I'd like to proceed with public testimony.

COUNCILMEMBERS: No objections.

CHAIR LEE: Anybody here to testify?

MS. CHUNG: No.

CHAIR LEE: No. Okay. No one signed up? Okay. Very good then. If there are no objections, we'll close public testimony.

COUNCILMEMBERS: No objections.

CHAIR LEE: All right. So, we'll skip all that part about limited to so many items and how much time you would have. Okay. Moving right along. We already checked with...in with our District Offices. Any objections to closing all public testimony?

COUNCILMEMBERS: No objections.

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CHAIR LEE: So ordered.

ITEM WAI-33: T. ODA SUBDIVISION, SEWERLINE EASEMENT 2 (CC 19-134)

ITEM WAI-34: KAA NAPALI VISTA SUBDIVISION, SEWERLINE EASEMENT "S-1"
(CC 19-135)

CHAIR LEE: All right. The first...oh yeah, if there are no objections, I would like to change the order of business today on the agenda. Oh, you don't have to...

COUNCILMEMBERS: No objections.

CHAIR LEE: You don't want to hear why? That's okay. That's good enough for me. Okay. So, we'll take up WAI-33 and WAI-34, mainly because these items are routine, I'm hoping. And the other items will probably require more, you know, you might have questions on them. So, WAI-33 has to do with T. Oda Subdivision, Sewerline Easement 2; and WAI-34 relates to Kaanapali Vista Subdivision, Sewerline Easement "S-1." So, pursuant to Section 3.44.015 of the Maui County Code, relating to acquisition of real property, the Finance Director shall notify the Council in writing of any acquisition or conveyance made pursuant to this section that does not require Council approval. These two easements have actually already been dedicated to the County. So, Mr. Nakagawa, please provide your opening comments to the Committee at this time on these items, okay?

MR. NAKAGAWA: All right, Chair. Yeah, so, as Chair said, this is just a report.

CHAIR LEE: A little bit louder, Eric, please.

MR. NAKAGAWA: Hello. Okay.

CHAIR LEE: Yeah.

MR. NAKAGAWA: So, as Chair had said, this is just more of a reporting. It's already...the typical process for these type of County easements, it's a County sewerline across private property, and during the subdivision approval, it gets recorded. These are two easements that involve County sewer again and private property. So, what they do is they dedicate those easements to the County. It gets recorded. We work with the homeowners or the property owners, and it gets recorded through the Bureau of Conveyances and this is just the final step of dedication.

CHAIR LEE: Are there any questions for the Director? Yes, Mr. Sinenci?

COUNCILMEMBER SINENCI: Thank you, Chair. Thank you, Mr. Nakagawa. You know, on Page 1, I guess of the Exhibit "A," this is for the Oda Subdivision. It says Royal Patent 7559, Land Commission Award. Is this a regular thing? Is this the original, I guess the owner of the property?

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CHAIR LEE: Go ahead, Eric.

MR. NAKAGAWA: Chair? Okay. Probably, Public Works can actually answer that better than me. But...

CHAIR LEE: Probably Corporation Counsel.

COUNCILMEMBER SINENCI: Thank you.

MS. OANA: Chair [sic] Sinenci, I believe that that was the original Royal Patent issued and the Land Commission Award issued to that Hoai. And then after that, it was probably conveyed to the current owner after probably subsequent conveyance.

COUNCILMEMBER SINENCI: Thank you for that answer.

CHAIR LEE: Any other questions? Yes, Ms. Paltin?

VICE-CHAIR PALTIN: I just was wondering why they don't use the TMK for the...these on Page 1.

CHAIR LEE: Go ahead.

MS. OANA: Sometimes they put the TMKs and the legal descriptions...

CHAIR LEE: Wait, can you speak a little louder?

MS. OANA: Yes. Sometimes the land surveyor who does these legal descriptions do put in the TMK but it's not required, and a lot of times over the years, the TMK might change. For example, if it's a huge, you know, 1,000-acre lot or something, an example, and then later it gets subdivided, the TMK does change. And so, that might confuse people. These legal descriptions can be basically reproduced using the...all these azimuths and distances.

VICE-CHAIR PALTIN: So, the LCAs and RPs don't ever change?

MS. OANA: For legal descriptions, you'll frequently and probably always see where it originally generated from, which is in the royal patent and the LCAs.

VICE-CHAIR PALTIN: Thank you.

CHAIR LEE: Any other questions? Oh, Mr. Sinenci?

COUNCILMEMBER SINENCI: Just a clarification question. Do normally easements be attached to larger TMKs?

MS. OANA: Sorry, could you repeat that? I couldn't quite hear.

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CHAIR LEE: Could you speak a little louder --

COUNCILMEMBER SINENCI: Sometimes --

CHAIR LEE: --please?

COUNCILMEMBER SINENCI: --the easements might be part of a larger TMK parcel, a larger parcel with the TMK.

MS. OANA: It depends where the easement is. So, easements can cross one TMK, it can cross multiple TMKs. I'm not sure if that answers your question.

COUNCILMEMBER SINENCI: Yeah, okay. Thank you, Chair.

CHAIR LEE: Are you okay? Any other questions? Ms. Kama?

COUNCILMEMBER KAMA: So, you know, and I'm still on Page 1 of 2, Exhibit "A," and I noticed a lot of the...when they're describing subdivisions or properties, they always end up with a Royal Patent number or the Land Commission Award. Why do they continue to keep those in?

MS. OANA: I'm not sure why they continue to do that but it's just, I guess customary but that's not the answer. I'm not really sure why it's kept in there when there's legal descriptions with a beginning reference and the azimuths and the distances. So, I'm not really sure but it could be a means to describe it so that people can kind of have a general idea where it is. Because if you just read the distances and the degrees, you really can't tell sometimes where that is.

COUNCILMEMBER KAMA: I know, I was just reading 'cause it says here, number one, 99 degrees, 28, I don't know what that stands for, but it talks about 14.67 feet along Lot 2 of Haynes Subdivision. I don't know where Haynes Subdivision is. Being also along Royal Patent 4475, of which I don't know where that is, Land Commission Award Number 7713:23 to V. Kamamalu. Okay. I know V. Kamamalu. So, I was just curious as to, you know, why they continue to keep the history in there. I'm just curious. Thank you, Chair.

CHAIR LEE: Any other questions? If not, the Chair would entertain a motion to file the...this item and the County communications.

COUNCILMEMBER MOLINA: So moved.

COUNCILMEMBER RAWLINS-FERNANDEZ: Second.

CHAIR LEE: It's been moved by Member Molina, seconded by Member Rawlins-Fernandez, to file these two items and the accompanying County Communications. Any discussion? If not, all those in favor of the motion, say, "aye."

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COUNCILMEMBERS: Aye.

CHAIR LEE: Opposed, “nay.” Motion carries. Thank you.

VOTE: AYES: Chair Lee, Vice-Chair Paltin, and Councilmembers Hokama, Kama, Molina, Rawlins-Fernandez, and Sinenci.

NOES: None.

ABSTAIN: None.

ABSENT: None.

EXC.: None.

MOTION CARRIED.

ACTION: FILING of communications.

CHAIR LEE: Thanks, Eric, for coming.

MR. NAKAGAWA: Thanks, Chair.

CHAIR LEE: See how easy these are? Yeah. No sweat.

ITEM WAI-28: MONTHLY SOURCE AND GROUNDWATER USE REPORTS (CC 19-209)

CHAIR LEE: Okay. Next item is, item 28, WAI-28, Monthly Source and Groundwater Use Reports. So, do we have the Director of Housing...I mean not Housing, Water. I bet you want to be Housing Director, some days? Okay. Mr. Pearson, if you don't mind giving us an overview of these two reports?

MR. PEARSON: Good afternoon, Chair and Councilmembers. Jeff Pearson, Director of Department of Water Supply. Yeah, the quick overview is these reports are generated by different entities, like the first two that we'll discuss are generated by the...

CHAIR LEE: Oh, you don't have look at me. Every time you look at me, they can't hear you. Yeah, okay, good.

MR. PEARSON: Sorry. I apologize. The first two reports that we'll be discussing are generated by the Department of Water Supply. One is by our Plant Operations group, and excuse me, and the second one is by our Water Resource and Planning group. The next reports we're going to talk about would be...are...you can look in the top left corner, it says the Commission on Water Resource Management. And they...

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CHAIR LEE: Can you make sure that everybody is on the right page? So, just show everybody what page you're talking about.

MR. PEARSON: Oh, okay.

CHAIR LEE: And these questions --

MR. PEARSON: The ones...

CHAIR LEE: --actually came from Councilmember Kama.

COUNCILMEMBER KAMA: Thank you.

CHAIR LEE: Just reminding you.

MR. PEARSON: Those two reports give you a brief walkthrough, are produced by the State Water Commission. And I did look on the web to see if I could give you a reference where you could go and look at the same report but...I happened to be on Molokai this weekend and some of the Commission members were there, and I spoke with them and it sounds like these reports are...were requested specifically. So, they generate these reports for those that request, and then they can copy others of course. So, there's not anything specifically on the web that shows this, but everything is public. So, if you have any questions on actually any well, the Water Commission is a pretty transparent agency so they will provide information for you.

CHAIR LEE: Are there any questions for Mr. Pearson? Yes, Mr. Molina?

COUNCILMEMBER MOLINA: Yeah, thank you, Madam Chair. Good afternoon, Mr. Director. Just for the Haiku area, you know, I guess the...everything is down June, July, and August in terms of, you know, I guess water. Can you explain why the significant drop? Is it more related...is it the weather or is it just more additional development cropping up in the area? This is the daily average for June, July, and August.

MR. PEARSON: Well, I can't explain specifically. If we need a specific answer, I can follow up. But we spread the pumping, we spread the source used Upcountry, and it may have been...I know we had some pretty wet conditions a while ago but I can't answer specifically why that those wells were pumped at a lower rate at that time.

CHAIR LEE: Would you like an answer in writing?

COUNCILMEMBER MOLINA: Yeah, that would...if at all possible, Madam Chair, under your signature.

CHAIR LEE: All right, we'll send a letter, okay, to the Department.

COUNCILMEMBER MOLINA: Thank you.

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CHAIR LEE: Any other questions? Yes?

VICE-CHAIR PALTIN: I just was wondering if there is any timeframe for Kahoma to get back online after the fire?

CHAIR LEE: Is this part of the report?

VICE-CHAIR PALTIN: It says Kahoma, due to the August 24th fire, power was lost and no information has been transmitted from August 24, '18 to current. We are working on getting power restored.

CHAIR LEE: Okay. Director?

MR. PEARSON: Yeah, again, I don't have the timeframe for that. I was --

CHAIR LEE: Okay.

MR. PEARSON: --actually more prepared just to walk us through the reports, but I surely can get that answer for you. I can talk with staff.

CHAIR LEE: Okay. Christy, Rayna.

VICE-CHAIR PALTIN: And then it also says that the sensors at Kahoma it doesn't measure it but there are approximately a 150,000 gallons per day. And I was wondering what is the minimum threshold for the sensors to report?

MR. PEARSON: So, this is...you're talking the Kahoma stream and the surface water?

VICE-CHAIR PALTIN: Uh-huh.

MR. PEARSON: Those questions would be better directed towards the State Water Commission 'cause that we don't manage that. I think that diversion is managed by Kamehameha Schools. So, Kamehameha Schools could give you the answer or they would be able to provide the answers to State Water Commission.

VICE-CHAIR PALTIN: Is that a common thing when the flow is low that the sensors won't take it or is that a special case?

MR. PEARSON: Yeah.

CHAIR LEE: Go ahead.

MR. PEARSON: Yeah. Yeah, that's true. I mean it's...if it's a usually a higher flowing stream, they'll put sensors in there that of course, can definitely capture the higher flows. So, if the flows are much, much, much smaller, they might not register those flows, at least, not at its greatest accuracy.

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VICE-CHAIR PALTIN: Thank you.

CHAIR LEE: Ms. Paltin, if you want us to ask those questions of the State Water Commission, can you let us know, yeah?

VICE-CHAIR PALTIN: That will be awesome if --

CHAIR LEE: Okay.

VICE-CHAIR PALTIN: --you could ask. Thank you.

CHAIR LEE: Maybe you can check back with Ms. Paltin later. Thank you. Mr. Sinenci?

COUNCILMEMBER SINENCI: Thank you, Chair. Thank you, Mr. Pearson. I noticed...

CHAIR LEE: A little closer to the mic, please.

COUNCILMEMBER SINENCI: Thank you.

CHAIR LEE: Yeah.

COUNCILMEMBER SINENCI: I noticed that some of the East Maui streams have 0.0 pumpage. Are those streams part of the settlement that was, or the case to restore some of the streams?

CHAIR LEE: Go ahead.

MR. PEARSON: Can you repeat the question? I didn't hear all of that please.

COUNCILMEMBER SINENCI: Some of the East Maui streams have 0.0 pumpage. Are those streams part of the case to restore East Maui streams?

CHAIR LEE: Mr. Pearson, if you're not really prepared to answer them, these questions, we can transmit them to you in writing, and then you'll have more time.

MR. PEARSON: Thank you, Chair. Again, this would be...if it...if we're talking about stream flow in East Maui, and it's most likely you're getting it off of this Water Commission report, again, that would be the information that's provided to the Water Commission. But I know, you know, I could give you...I don't want to get...answer generally if it's a specific question.

COUNCILMEMBER SINENCI: Okay.

CHAIR LEE: Do you...would you like us to ask the State Water Commission?

COUNCILMEMBER SINENCI: Yes please.

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CHAIR LEE: Okay. All right. Thank you.

COUNCILMEMBER SINENCI: Thank you.

CHAIR LEE: Okay. Just remember, Members, yeah, there's the Water...Maui County Water Department and the State Water Commission, two different bodies. Yeah, Mr. Molina?

COUNCILMEMBER MOLINA: Thank you, Madam Chair. Again, just for additional clarification from the Director for the Haiku. On, I guess, Members, it's on third page in your Granicus. For Haiku, it shows 2.75 percent of sustainable yield. Just help me understand, what is sustainable yield in terms of this? Is it based on annual, monthly, or daily yield if you would add some clarification? Just --

MR. PEARSON: Okay.

COUNCILMEMBER MOLINA: --trying to figure this whole out...

MR. PEARSON: Even if that's a Water Commission question, I can answer that one.

COUNCILMEMBER MOLINA: Okay.

MR. PEARSON: The sustainable yield, if you look on that first page and it says Haiku, and then the first or the third column, I guess, sustainable yield is 27 million gallons a day. So, that's the amount of water that can be pumped safely out of the Haiku Aquifer every day, 27 million gallons a day. So, therefore, you know, that that area is obviously a wet area. There's a lot of recharge. There's a lot of water entering the aquifer. And therefore, that large amount can be pumped out of the Haiku Aquifer every day. The number that we have, which is the 2.75, is just the amount of pumping that Department of Water Supply wells pump out of that area. So, we, you know, I've been thinking that we may want to show other values here because there may be other wells, and all wells are supposed to be reported to the State Water Commission. So, this 2.75 again, is only County of Maui wells, and there may be a little more being pumped out of that aquifer each day, throughout the...all the report here.

COUNCILMEMBER MOLINA: Okay. Yeah, thank you for that. 'Cause I was just kind of wondering, you say 2.75, so now, what about the other 97.25? So, does that mean that's not, how shall I put it, available --

CHAIR LEE: Recorded.

COUNCILMEMBER MOLINA: --for pumping or recorded, yeah.

CHAIR LEE: Mr. Pearson?

COUNCILMEMBER MOLINA: Yeah.

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MR. PEARSON: Well, with this case, it's likely not being pumped. There's no...there's...even if we look at the private wells that are not reported here, I'm sure it's a very small amount. Therefore, the sustainable yield is huge, and there is very little being pumped out of that aquifer at this time, which is a good thing. You have a as healthy an aquifer as you can if you're not pulling any water from the aquifer.

COUNCILMEMBER MOLINA: Okay. Well, that's very helpful information. Thank you. Thank you, Madam Chair.

CHAIR LEE: Are there any other questions? Ms. Paltin?

VICE-CHAIR PALTIN: I just was wondering, is there any penalty for the folks that haven't submitted water usage? On this one page, it says Maui Land and Pine last reported August 2016, Wailuku Water Company last reported April 2018, and West Maui Land Company last reported September 2018 for the October totals. Is there like...some of these guys haven't been reporting for long time, is there any penalty for that? Or is there a reason that they should be not reporting?

CHAIR LEE: Go.

MR. PEARSON: Yeah, the Water Code states...the State Water Code that the Water Commission follows states that there could be up to a \$5,000, I think it's a day penalty for, you know, not meeting the requirements of the Water Code. We struggled with that when I was there, and the biggest issue of course, you can guess is enforcement. And right now, the Water Code and the Hawaii Revised Statutes, I think we finally...the Water Commission finally made those two congruent so they have the same \$5,000. But it's not that easy, but yes, there could be penalties but I don't think many have been meted out. I know that the Water Commission has worked towards getting better reporting, both with the stream diversions and with wells throughout the State.

VICE-CHAIR PALTIN: So, what entity would we go to to see about them, I mean since 2016 August is kind of a significant amount of time to not be reporting. Who would we speak to to bring those up to speed?

MR. PEARSON: I'll give you the now Deputy Director at DLNR, which runs the State Water Commission, would be Kaleo Manuel.

VICE-CHAIR PALTIN: Thank you.

CHAIR LEE: Any other questions? Ms. King?

COUNCILMEMBER KING: Thank you. Thank you, Chair. I don't know if this is on. Can you hear me?

CHAIR LEE: Yes --

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COUNCILMEMBER KING: Oh, okay.

CHAIR LEE: --we can.

COUNCILMEMBER KING: So, I was just wondering if we...if there was...‘cause I’m looking at the...

CHAIR LEE: Okay. Now, we can’t.

COUNCILMEMBER KING: Okay.

CHAIR LEE: Every time you turn away, we can’t --

COUNCILMEMBER KING: Okay.

CHAIR LEE: --hear you.

COUNCILMEMBER KING: Is it on? So, I was...been looking at the Groundwater Use Report. It doesn’t make it clear what sector...what aquifer or what sectors are being utilized by South Maui, and what the usage...water...or sustainable yield would be for those areas for South Maui. Is there...is that somewhere else? Is it quantified --

CHAIR LEE: Mr. --

COUNCILMEMBER KING: --somewhere else?

CHAIR LEE: --Pearson?

MR. PEARSON: . . . *(inaudible)*. . .

CHAIR LEE: Is your microphone on?

MR. PEARSON: Okay. I apologize. I have a little issue with the throat but pardon me.

COUNCILMEMBER KING: No problem.

MR. PEARSON: Iao aquifer, near the top of the Groundwater Use Report in there, with all those wells showing 81 percent of the aquifer use and the pumping moving average is 16.3 million gallons a day, that’s the source of water that provides water to Kihei.

COUNCILMEMBER KING: Okay.

MR. PEARSON: Back to the discussion about different aquifers with different amounts of availability, the Kamaole Aquifer that’s near the Kihei area, the capacity for that is very limited, and the lens that you would put your pump in to pump the freshwater is also very narrow to say. So, we don’t have any well development in that area. And

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there's a huge history about the 36-inch line that came from this side all the way out to Wailea to provide for development and so forth. That's the source of...well, the transmission of the water that comes from the Iao Aquifer.

COUNCILMEMBER KING: Okay. But the Iao Aquifer, is it just South Maui?

CHAIR LEE: And Central.

COUNCILMEMBER KING: Okay. So, I was just wondering if there's some way that...because I've heard people...when we've been talking about projects in the past, you know, specifically affordable housing, people having concerns about the water. And I don't know how to look at this report and say here's how much water is available for South Maui.

CHAIR LEE: Go ahead, Mr. Pearson.

MR. PEARSON: The Iao Aquifer serves, as Chair said, Central Maui and South Maui. If you want to look at the Maui map, it actually serves...our line goes far east as Hookipa Beach Park, there's a small tank there--next time you drive by, you'll notice it--and all the way again to South Maui, the Makena area. We also alter our...not alter but spread out our pumping, therefore, you're right, you can't look at one well and say oh gee, what's going on here, because we try to spread the pumping to do the best to manage the aquifer so we don't have any damage to the aquifer. So, that's the main reason. Actually, if you look down below Iao, you'll see the Waihee Aquifer, which is 8 million gallons a day. We have those two, four, five wells in that aquifer that also contribute to that whole Central Maui system.

COUNCILMEMBER KING: Okay. So, there's actually no way to be able to find out how much water is being used in South Maui, and how much is available, how much more might be available or are we using too much or...

CHAIR LEE: Go ahead.

MR. PEARSON: Well, again, what's available would be what the aquifer can sustain based on the State Water Commission. We have data where we could show what amount of water use is in a certain, you know, South Maui.

CHAIR LEE: Well, I think, Mr. Pearson, that she's asking about how much water would be left for or available to South Maui. But as you told everyone, the South Maui system is part of the Central Maui system. So, therefore, it's only one system, and you can't really tell what part goes to Kihei and what part goes to Kahului 'cause it's all a one system.

COUNCILMEMBER KING: Yeah, no, I understand it's one system. I just didn't know if there was a way to track how much is going to specific areas. Because, you know, I don't...I just...I don't know what to say to people when they say, well, we can't handle this

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extra development because we don't have enough water because I don't know how you would figure that out.

MR. PEARSON: Yeah. Chair described it better than I did. But yeah, it's hard to break it down as far as what...there's...it's not specifically available for South Maui as Chair described.

COUNCILMEMBER KING: Right. No, I...

MR. PEARSON: I can throw a little bit more mix in there. Of course, we have the surface water treatment plant, and that provides 1.7 million gallons maximum also, and there's a couple...there's a shaft that we purchase water --

CHAIR LEE: Pretty much --

MR. PEARSON: --from.

CHAIR LEE: --we can't answer you 'cause it's all one system, yeah.

COUNCILMEMBER KING: Right. No, I understand that. I just wanted to see if there was a way to be able to answer people who have concerns about whether we have enough water for the development that's happening that's planned for the future. But I guess the answer is no. Okay.

CHAIR LEE: Not specifically, yeah.

COUNCILMEMBER KING: Thank you.

CHAIR LEE: Okay. We have a...I have a note here that says our Member Rawlins-Fernandez has to leave at 3:00, so, was there any...did you want us...did you have questions on this item or the next item?

COUNCILMEMBER RAWLINS-FERNANDEZ: Oh, I just had one quick question --

CHAIR LEE: Oh, for this one. Okay.

COUNCILMEMBER RAWLINS-FERNANDEZ: --for this one.

CHAIR LEE: Sure.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo. Sorry, I have my town hall tonight so I have to leave at 3:00. Mr. Pearson, mahalo for being here and mahalo for going to Maui [sic] this past weekend. I just wanted to make sure I was reading this correctly. On the first page of the Groundwater Use, under Central, Kahului, where it says, its sustainable yield is 1 million gallons per day, and it...we are pumping 111.62 percent of the sustainable yield, is that correct?

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CHAIR LEE: Mr. Pearson?

MR. PEARSON: Yeah, that's a bit of an anomaly and that is correct. It's going to change. You know a little bit of the basics I think about recharge, and when you recharge the aquifer, the water that recharges of course, then enters the aquifer and you can pump it out. Well, Central Maui has had, I guess you could call it artificial recharge for decades with the sugar cane on the Central isthmus, and all the irrigation that comes actually from East Maui, to provide water for the sugar cane. So, it's had artificial recharge. So, of course, the Commission, State Water Commission, again, is aware of this number and they're aware of the pumping. But yes, it's a little bit of an odd number and it's a rare case, but that's what's happening now. That could change, you know, as there's less recharge. There surely may be...the Water Commission will watch the aquifer and the transition zone and so forth, and ensure that the aquifer stays healthy.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay. 'Cause...so, the artificial recharge has stopped as of December 2016. So, is the County continuing to pump over a 111 percent of sustainable yield?

MR. PEARSON: Again, we're going to work with the Water Commission. And right now, there's no issues because recharge, there's a huge delay. It could be 5 to 20 years that it takes for water to enter into the aquifer through the recharge. This is a shallower system so it may be less. But again, we're all aware of it and...including the State Water Commission, and, you know, the first indication would be chlorides. So, we're keeping a close eye on that and other wells.

COUNCILMEMBER RAWLINS-FERNANDEZ: Does the County have a plan B for when we should not be pumping more than a 100 percent of sustainable yield in this...in...at the Kahului, Maui Lani 5, 6, and 7 well?

CHAIR LEE: Mr. Pearson?

MR. PEARSON: The basic plan B would be to try to spread the pumping that's coming out of the Iao Aquifer. 'Cause again, Kahului Aquifer is the Central Maui. So, I don't have a specific plan B today for these three wells. I haven't had any indication that there is any concern today or tomorrow on these three. But at the start, we would end up putting a little more of the...we don't have much to go, but we have surface water and a lot of wells that we can vary the pumping to make up if need be.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay. Mahalo. Mahalo, Chair.

CHAIR LEE: Ms. Kama?

COUNCILMEMBER KAMA: Thank you, Chair. So, I'm looking at the Monthly Surface Water Gaging Data for the month of September 1st through September 30th of 2018. So, I just want you to help me to understand how to read this. So, it has a Gage Name, a Gage Reporter, the Start, the End Date, so on and so forth. And that goes on for

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about two or three pages. And then, you come to the Well Reporter. So, it has the Well Name, the Well Reporter, Start, End Date, how much they're pumping out. So, can you tell me what does the Gage Reporter do and who are these entities or people, and what is their role, and how do they do the gage, I mean how did they gage how much water is being --

CHAIR LEE: Okay.

COUNCILMEMBER KAMA: --pumped or measured?

CHAIR LEE: Ms. Kama, I think you're on the next item.

COUNCILMEMBER KAMA: I...oh. You mean to tell me, I'm reading --

CHAIR LEE: Jeff...

COUNCILMEMBER KAMA: --the wrong sheet?

CHAIR LEE: Mr. Pearson, is that not Water Use Reports, yeah? Okay. So, we'll get to that one pretty soon.

COUNCILMEMBER KAMA: Okay.

CHAIR LEE: A couple minutes.

COUNCILMEMBER KAMA: Okay. Thank you, Chair.

CHAIR LEE: Any more questions on the first...on the Monthly Source and Groundwater Use Reports, item 28? No further questions? All right. Any objections to filing this item along with the communications?

COUNCILMEMBERS: No objections.

CHAIR LEE: Okay. Great. So ordered.

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VOTE: AYES: Chair Lee, Vice-Chair Paltin, and Councilmembers Hokama, Kama, Molina, Rawlins-Fernandez, and Sinenci.

NOES: None.

ABSTAIN: None.

ABSENT: None.

EXC.: None.

MOTION CARRIED.

ACTION: FILING of communication.

ITEM WAI-27: WATER USE REPORTS (CC 18-434, 19-33, 19-133, 19-210)

CHAIR LEE: So, the next item is item 27, Water Use Reports. And do you need, Mr. Pearson, do you need Ms. Kama to repeat her questions?

MR. PEARSON: No, that's actually what I was prepared to do today is to come here to walk the Council...Committee through these reports. I didn't do much walking through on these but I think you're satisfied with the first WAI-28. So, we'll move on.

CHAIR LEE: Yeah.

MR. PEARSON: Okay. Again, I'll start with the Monthly Pumping...Pumpage Data. Again, this is...it comes out of the State Water Commission, and it sounds like it's by request, and it lists all the monthly wells that...the pump...the wells that are pumped monthly on Maui. And if you would...let's just start, maybe, we'll...since...we'll go to the first Department of Water Supply well. It's on the third page.

CHAIR LEE: Is everybody following Mr. Pearson? On the third page?

VICE-CHAIR PALTIN: Is that the one Tony Linder?

CHAIR LEE: Can you show them the --

MR. PEARSON: No, we're on --

CHAIR LEE: --third page?

MR. PEARSON: --the Monthly Pumpage Data. Tony Linder I think would be on the Surface Water Data.

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COUNCILMEMBER KAMA: Puamana 1.

MR. PEARSON: So, on the top of the third page, I'll just start with whatever well is on the top of the third page. It's...well, there's no pumpage on that one. Let's go to the second one, Hamoa 2. So, it gives a well number that's tracked by the State Water Commission. The name of the well and the reporter, which in this case you can see the reporter is Dean Tanimoto for the next page-and-a-half or whatever. He's the Plant Operations Division Head that I discussed created this other report. So, he by law, and not everybody does it, but we report our well pumpage every month. So, he reports all of these to the State Water Commission. So, under Hamoa 2, Dean Tanimoto was the reporter from the Department of Water Supply. He reports for the month of March, 3/1 to 3/31. The monthly pumping, the total for that month is 5.936, and you can see on the top in parentheses, that's million gallons. So, that's the total pumping, 5 million for that month. And the daily pumping average is .191. So, hopefully, if you multiply .191 times 30 or 31 or whatever, you should get 5.936. And you move to the next column, it's chlorides. Chlorides I think, you know, is an indication of the health of the aquifer, and there's a transition zone because drinking water has a lighter density. So, when it percolates, it rests on top of saltwater. So, you want to only pump the potable drinking water. If you're pumping too much, chlorides is a huge indication that you're pumping through your potable lens and you're beginning to pump saltwater. So, when you see the chloride number of seven, that's amazingly low fantastic numbers. The Department of Health or the EPA look at 250 milligrams per liter as like the--what it is the title for that?--it's the...where the...there could be an issue with your water quality. It's not really a contamination level but it just shows that that's where the water quality could start to be affected. So, when you see numbers like seven, and this is parts per million, which is the same as milligrams per liter, it's the same type of measurement, they equal each other. So, you run down here and you look at all the wells and their chloride numbers and they're all pretty darn good, and that's...that shows that we have, you know, a healthy aquifer and we're not over pumping in those areas. The last column that a lot of times isn't shown is Water Level. That's the level above sea level. It says foot means sea level in the parentheses. That's the level that the water table, what I told you the drinking water rests on top of saltwater. So, the drinking water, the potable water, a lot of...yeah, almost all the time that top of that level will be some feet above sea level. In this case, we are not reporting it. I don't know if anybody reports this. But anyway, that's the...that's how the sheet works and how the columns are if that helps.

CHAIR LEE: Ms. Kama?

COUNCILMEMBER KAMA: So, my question was the well...regarding the well reporters. How are they able to report what's going on in the different wells and what do they use to measure?

CHAIR LEE: Mr. Pearson?

COUNCILMEMBER KAMA: And who are they?

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MR. PEARSON: Okay. When we...when you install a well, there is requirements by the State Commission on how to install it and what you need to do. And one of the requirements is to provide a meter of some sort to meter the flow. So, when we run the well, water flows out of the ground into a pipe, and on a pipe near the well head itself, we meter the flow. What these chlorides are is we have our own lab so we'll take samples of the water coming out of that well to determine the chlorides. Who reports it? Like I said earlier, we have our Plant Operations Chief takes the responsibility because he's the one that manages the pumps and the power, the electricity, the motors, the treatment, the chlorination if need be. So, he's the one at the Department of Water Supply that manages that part of the system. So therefore, it's shown as him being the reporter on all of these.

COUNCILMEMBER KAMA: So, the report I was looking at earlier where it has the well name and the well reporter, and it has all these different people's names that come from different community associations or electric company or the Maui Arts and Cultural Center, I mean these are the people that have actually put in the wells? Is that what you're saying?

CHAIR LEE: Mr. Pearson?

MR. PEARSON: Yeah, that's correct. There's more wells out there than just the Department of Water Supply. There's wells for irrigation if you...I don't know which one that is, but if you look at that Arts and Cultural Center, the chlorides are probably higher. I'm pretty sure that they just pump that water for irrigation and therefore, they can deal with a higher level of chlorides. But yes, there's private purveyors out there. There's private citizens out there. I talked to friends, they...Kahului, they have a, you know, a well in their backyard that's been there forever. Hopefully, they report, that's the key. But yeah, there's a lot of different well owners out there besides the Department of Water Supply.

COUNCILMEMBER KAMA: So, I noticed that Pural Water Company is one. So, they're selling water, is that my understanding is that why?

CHAIR LEE: Mr. Pearson?

MR. PEARSON: With respect to Pural, I know that they manage other people's water systems. So, I'm pretty...I don't know, but anyway, they manage other systems so they have the license that is required by Department of Health to do this management of the public system. So therefore, they do that reporting.

COUNCILMEMBER KAMA: And this is done on a monthly basis?

MR. PEARSON: It's supposed to be.

COUNCILMEMBER KAMA: Okay. And we get the report from you on a monthly or do we get it annually, I mean yearly?

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MR. PEARSON: You should get these reports on a monthly basis, yes.

COUNCILMEMBER KAMA: Okay. Wow.

MR. PEARSON: Yeah, it's kind of a wow.

COUNCILMEMBER KAMA: It is a wow.

MR. PEARSON: It's a wow. I mean, you know, even the Water Supply is a wow compared to the...all wells that the water company...

CHAIR LEE: Are there any more questions?

COUNCILMEMBER KAMA: No, that would be all, Chair. Thank you.

CHAIR LEE: Thank you. Ms. Paltin?

VICE-CHAIR PALTIN: Thank you, Chair. I just was wondering about I think it's the fifth page when it has MECO and Makena Golf and Beach Club, their chlorides...like MECO's ones go up to like 25,000. I think Makena's is like 900, 600. Is that like for irrigation purposes if the chlorides are that high? It's not drinking water?

MR. PEARSON: I'm sorry, I didn't hear which well you're referring to, fourth page?

VICE-CHAIR PALTIN: Let's see, this is the March Monthly Pumpage Data on the --

MR. PEARSON: It's...

VICE-CHAIR PALTIN: --fifth page, fifth page.

CHAIR LEE: Go ahead.

MR. PEARSON: So again, I don't have all the MECO information of course, 'cause I try to focus on our own wells and our own reporting. Whoever Kathlyn is is the person that manages these wells for MECO. And if you look at these numbers, again, I spoke of the chloride levels, these chloride levels are 20,000, not 250. So therefore, it's quite clear that they're pumping brackish water. So, their well drills through our potable lens, keeps going down, and then pumps that salty water that's below the freshwater that rests on top.

VICE-CHAIR PALTIN: So, it...does...it's like a straw that goes right through the freshwater and reaches the saltwater below?

MR. PEARSON: Correct.

VICE-CHAIR PALTIN: And it doesn't have any effect on the freshwater 'cause it goes through it?

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MR. PEARSON: Correct.

VICE-CHAIR PALTIN: And why would they do that?

MR. PEARSON: Again, I'm no MECO expert but I know that they use it for cooling. They have, you know, generators and they produce our electricity and they create a lot of heat. So, they...and so, a wise way for them to use it to...for cooling of the generation system.

CHAIR LEE: Well, a lot of people have brackish wells for various uses. So, this is not, you know, this is not unique to MECO's wells. And we did ask for a representative to be here. Is Mahina Martin here? We did ask.

VICE-CHAIR PALTIN: Thank you.

CHAIR LEE: Yeah. Any other questions? Yes? Did you want to speak to somebody from Maui Electric? Did you have any questions? I see her here.

VICE-CHAIR PALTIN: Oh.

COUNCILMEMBER RAWLINS-FERNANDEZ: Chair?

VICE-CHAIR PALTIN: No, it's okay.

CHAIR LEE: It's okay? Yes, Ms. Rawlins-Fernandez?

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay. Mahalo, Chair. So, along the lines of Councilmember Paltin, our Committee did send a letter to MECO, and there is some questions contained in the letter. Did we get response?

CHAIR LEE: Okay. We have a representative of Maui Electric here, Ms. Mahina Martin. And if there are no objections, Members, I will designate Ms. Martin a resource person pursuant to Rule 18(A) of the Rules of the Council in her capacity as a representative of MECO to speak to questions the Members may have concerning MECO's water use. Are there any objections to this designation?

COUNCILMEMBERS: No objections.

CHAIR LEE: Okay. Ms. Martin? Yes, we did forward the questions to MECO and we did not receive any responses as yet but she's here to...she probably could answer a lot of your questions right now. Good afternoon, Ms. Martin.

MS. MARTIN: Hi. Good afternoon. I'm sorry to say, I think maybe there was a little bit of miscommunication. I do not have our technical person with us today. We are very happy to take the questions and respond in writing, maybe I think that will clarify a little bit more too as well. Is that...

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CHAIR LEE: Why don't you just ask your questions so we would have your questions on record? We did forward questions to the company but perhaps there was some confusion because you weren't on island at the time.

MS. MARTIN: Correct. And then I had additional discussion with Staff.

CHAIR LEE: Okay. So, but just to get the questions --

MS. MARTIN: On record, sure.

CHAIR LEE: --on record, Ms. Rawlins-Fernandez, could you ask?

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. Okay. So, I think the questions were just regarding how much water per day MECO is permitted to pump and for what use is the water for.

MS. MARTIN: Okay. Good. We'll be able to provide those in more detail for both of our power generation plants at Maalaea and in Kahului.

CHAIR LEE: And just for your information, Mahina, these questions are actually as a result of CWRM reports.

MS. MARTIN: Correct.

CHAIR LEE: So, you report to them, they share their reports with us.

MS. MARTIN: Correct. They're part of your compilation.

CHAIR LEE: Right. So, that's how, you know, these questions came up. So, we're just, you know, appreciate your clarification --

MS. MARTIN: Sure.

CHAIR LEE: --on these questions --

MS. MARTIN: Sure.

CHAIR LEE: --as soon as --

MS. MARTIN: Absolutely.

CHAIR LEE: --possible. Are there...do you have any more questions for her?

COUNCILMEMBER RAWLINS-FERNANDEZ: Sure, Chair.

CHAIR LEE: Okay.

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COUNCILMEMBER RAWLINS-FERNANDEZ: Just...and aloha. Mahalo for being here, Ms. Martin. So, our Water Director mentioned that it...the water could be used for cooling. Do you think that's primarily what the water is pumped for?

MS. MARTIN: It is. It is brackish water. It is for cooling. And I'll make sure that our response to the usage includes a little bit of background on how that occurs.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay. Mahalo. Mahalo, Ms. Martin. Mahalo, Chair.

CHAIR LEE: Any other questions for Ms. Martin? If not, thank you for being here.

MS. MARTIN: Okay. Thank you.

CHAIR LEE: Okay. We will forward you the questions probably tomorrow morning.

MS. MARTIN: Okay. Appreciate it. Thank you.

CHAIR LEE: Any other questions on this item, on this...if not, I'm going to ask you instead of...I'm gonna do a little reverse...reversal here. Staff tells me I need to have a motion on what...on the previous WAI-28. Okay. So, we'll combine this one, item 28 and 27. I would appreciate a motion to file both of these items.

COUNCILMEMBER RAWLINS-FERNANDEZ: So moved.

COUNCILMEMBER KAMA: . . .*(inaudible)*. . .

CHAIR LEE: What was that?

COUNCILMEMBER RAWLINS-FERNANDEZ: So moved.

COUNCILMEMBER MOLINA: Second.

CHAIR LEE: Okay. It's been moved by Ms. Rawlins-Fernandez, with the concurrence of Ms. Kama, and seconded by Mr. Molina, to file items 28 and 27, yeah. Any discussion? All those in favor, say "aye."

COUNCILMEMBERS: Aye.

CHAIR LEE: Opposed, "nay." Motion carries.

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VOTE: AYES: Chair Lee, Vice-Chair Paltin, and Councilmembers Hokama, Kama, Molina, Rawlins-Fernandez, and Sinenci.

NOES: None.

ABSTAIN: None.

ABSENT: None.

EXC.: None.

MOTION CARRIED.

ACTION: FILING of communications.

CHAIR LEE: Why are you smiling at me? Did I forget something?

COUNCILMEMBER RAWLINS-FERNANDEZ: No, you're doing a wonderful job. I --

CHAIR LEE: I'm just wondering.

COUNCILMEMBER RAWLINS-FERNANDEZ: --couldn't hear Member Kama. So, I just...I wanted to make sure that I didn't miss, or if Ms. Kama had a question that...

CHAIR LEE: No, I think she's just saying like, you know, go ahead you guys, right? Right, Ms. Kama? That's the feeling I got. Okay. All right. Thank you, Members, for that. And now, the next item is item 30, having to do with the Department of Public Works, Engineering Division and Highways Division, Pavement Preservation Presentation. So, miss...if there are no objections, we probably should take a five-minute break, recess for them to set up. No objections? So ordered. . . .(gavel). . .

RECESS: 2:22 p.m.

RECONVENE: 2:24 p.m.

CHAIR LEE: . . .(gavel). . . Will the Water and Infrastructure Committee please reconvene.

ITEM WAI-30(5): MATTERS WITHIN THE COMMITTEE'S SUBJECT-MATTER JURISDICTION (DEPARTMENT OF PUBLIC WORKS, ENGINEERING DIVISION AND HIGHWAYS DIVISION, PAVEMENT PRESERVATION PRESENTATION (RULE 7B)

CHAIR LEE: Okay. The next item we have is item 30(5), Matters Within the Committee's Subject-Matter Jurisdiction, Public Works. Today, the Committee will receive a

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presentation from the Department of Public Works relating to the Pavement Preservation Program. Ms. Dagdag-Andaya, please introduce the other Department personnel with you today. And you can begin your presentation. Welcome.

MS. DAGDAG-ANDAYA: Okay. Thank you, Chair, and aloha Committee Members. Rowena Dagdag, Department of Public Works. And I'm really happy to be here this afternoon with our staff to present on our Pavement Preservation Program. We've had a lot of questions over the past couple months about the Pavement Preservation Program especially during the Budget season, the Budget hearings. And we continue to get questions all throughout the year. So, we're hoping that one of the...well, we wanted to make sure that one of the first things we did right out of Budget was to make this presentation to get all of you up to speed on how we make decisions, what our process is like, and what some of our goals are in the years or in the next couple months and then the years ahead. So, with me this afternoon are a number of people, a great number of people because resurfacing and pavement preservation isn't just one division or one section in our Department. It involves a multitude of people, and we work together as a team in the Department of Public Works, not just in Public Works but also with the other divisions as well who do below-ground infrastructure work that affects our roadways. So, with that, I'd like to just to mention the other staff here with me this afternoon, we have John Smith, Division Chief of the Highways Division; Eric Yamashige, our Highways Superintendent; Gary Ambrose, our Central District Supervisor. We also have Michael Kinores and Troy Kahalekai, who lead our Pavement Preservation section within the Division of Highways. We also have Paul Barany, who handles all of our purchasing which involves all the slurry seal, the asphalt. So, Paul is our go-to guy when it comes to purchasing these types of material and as well as our equipment. From our Engineering Division staff, we have Ty Takeno, who is our engineering, I guess our section head as with the Design section of our Engineering Division. Linda Monden is also in the audience. She's our Right-Of-Way Agent. A lot of times, we require additional right-of-way for pavement or pavement projects. And we also have our engineers who are going to be doing our presentation this afternoon, Wendy Kobashigawa and Kristi Ono. I'll speak a little bit more about them but I also wanted to acknowledge our Deputy Director, Stephen Welling, who's in the audience this afternoon. I'm trying to think if I missed anybody. But I wanted to mahalo and thank the staff for being here and just also for being all...they're on...all hands on deck when it came to this presentation. And we wanted to have Wendy and Kristi make this presentation because they actually did this presentation about a year ago at another conference. And I want to say that we're very proud of this program that we have because it is one of the leaders in the State. We've gotten many comments over the past few years from the other counties about how, you know, they wanna know what do we do at Maui County because they'd like to start some of the things that we began many, many years ago. And I also want to mahalo the Council for over the years, having been a part of this Pavement Preservation Program by supporting it through the Budget, and also just for your, you know, just your moral support as well. So, with that, I'm going to turn it over to Kristi and Wendy who are going to give you an overview of our Pavement Preservation Program. We are here to answer any questions that you have. And if we aren't able to

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answer them today, please feel free to have the Committee write a letter to our Department, and we can respond via that form of communication. Okay.

CHAIR LEE: Thank you.

MS. KOBASHIGAWA: Thank you, Rowena. Good afternoon, everyone. My name is Wendy Kobashigawa. I'm with the Department of Public Works, Engineering Division. And today, Kristi Ono and I will be doing a short presentation for you on how our Department manages our roadways. The topics we will be covering today is...are, sorry, how the County uses a web-based application called iWorQ to manage our roadway inventory, the types of pavement preservation projects that are done in-house by our Highways Division, as well as the projects generated in the Engineering Division. We'll also talk about Federal-Aid projects, how they are funded and how they are generated. And there's going to be some discussion of the funding we receive and how we use the funding. And lastly, we'll go over the challenges we deal with in managing our County roadways. Our Department manages approximately 550 miles of roadways throughout the islands of Molokai, Lanai, and Maui. To help us manage our inventory, we use iWorQ, which is a web-based program that was procured back in 2008 by my former supervisor, Joe Krueger. iWorQ maps each roadway into a GIS system and reports characteristics for each roadway segment such as the length, width, and area. We can also easily add data to...I'm sorry, add other fields to help us sort data by such fields as ownership, maintenance, and the districts, the resurfacing districts. This application helps us to create lists, estimates, as well as serves as a quick reference. iWorQ evaluates all of the County's roadways by driving them all and visually reading each roadway segment. The iWorQ program uses a reading matrix, which is shown in the middle picture, and evaluates five types of pavement distress as shown on...as listed on the left-hand side. The rating is based on the severity of the distress as well as the extent of the distress segment. And each category has its own detailed method of assessment for distress. So, this picture on the right is a guide for the severity and extent of fatigue cracking when using the reading for the pavement sections. Once the roadway is evaluated, iWorQ will generate a estimated remaining service life in years and also the recommended treatment. When we finish construction, we'll go into iWorQ and we'll add in the treatment that was done for the roadway segment, and then the recommended treatment will be updated. When we update a treatment, Engineering Division will include information such as the project name, job number, and the pavement section for future reference. And Highways Division, when they do their in-house work, they can also link their work orders to this iWorQ pavement module. Several considerations are taken into account when we generate our pavement preservation schedule. The most frequent that we receive are complaints which come in from all over. We get them through phone calls, e-mails, letters, walk-ins, request for service to the County's website, Letters to the Editor, as well as the Ask the Mayor column. We conduct field investigations to verify the condition of the roads. And we also give roads that service more vehicles such as collector roads higher priority over low-volume roads, but we do our best to include smaller residential streets when we can. The ratings in iWorQ is also used to help prioritize the roads needing repair. And we do our best to coordinate with developers and other County agencies such as the Department of Water Supply and Wastewater

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Reclamation to defer roads that are scheduled for road-widening or utility improvements. And also, we acknowledge administrative input from our Administration, Council, and the Mayor. Our Department hires iWorQ every five years to reevaluate all our roadways. In fact, we just did a...we just had a reevaluation done in November. Highways Division acts as our eyes and monitors roadway conditions for us daily, and then Engineering Division will assist in ride-alongs as needed. We have a pavement preservation schedule, which is reviewed annually between Highways and Engineering Division. We typically project a schedule for at least three to four years in advance, and then share the schedule with Department of Water Supply and Wastewater Reclamation. And we consider it very important to keep the treatment information as current as possible so that we have the most accurate data when we set up our pavement preservation schedule. Next, I'd like to talk a little bit about the types of pavement preservation treatments that are done by our Highways Division, as well as the Engineering Division. This photo shows a four-mile resurfacing project that was done by our Highways Division on Kahekili Highway in Kahakuloa. The first type of pavement preservation is...that is performed in-house is called crack sealing. Crack sealing is an asphalt-based sealant that prevents water, sand, and debris from entering the pavement section and causing deterioration. Highways typically uses a small crew of up to six people, and it's not pretty and it's very tedious work but is a very important first step in the pavement preservation process. Highways Division also does microsurfacing projects such as this road that was recently done on Lanai. Microsurfacing uses a thin layer of liquid...a thin layer of a liquid mixture of asphalt, water, small aggregates, and polymers. It's used on older roads with slight to moderate distress and has been working pretty well in residential areas with an anticipated service life of up to ten years. Overall, our Highways Division...Highways Division's goals with microsurfacing is to repair deteriorated roads, as well as microsurface roads which are still in decent condition, so as a proactive measure so we can maintain them in the same condition for a relatively low cost. We also do thin overlays or mill and fill projects in-house. Thin overlays are usually 1½ inch of asphalt overlay or a 1...mill and fill with a 1½-inch asphalt layer. This type of pavement preservation is most ideal for problem areas awaiting funding for a reconstruction project. So, photos shown here are of Kaupakalua Road. It was the most complained-about road in Haiku. So, instead of throwing cold mix on it every day, it was decided that the better interim measure was to provide a thin pavement section over it. The Phase 1 Kaupakalua Road Reconstruction project is currently in construction, and Phase 2 will be going out to bid in a few months. And we wanted to note that a thin overlay doesn't address the pavement...the base failure in the pavement underneath. And also flatter locations will need to be checked for drainage so that we don't alter the drainage patterns once the pavement thickness is increased. On rare occasions, Engineering Division will bid out slurry seal projects. Slurry seal is similar to microsurfacing but it uses smaller aggregates and no polymers. There are limited contractors on the island who specialize in slurry sealing. And this type of application, we try to target roads that have heavier traffic or roads with...or many roads in a subdivision such as the 7th and 8th Increments in Kahului that is actually starting construction today. The majority of our funds are allocated towards CIP resurfacing projects. We identify and prioritize roads for treatment and then group them into project...district projects. Most of the times, we specify two-inch mill and a

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two-inch resurfacing with hot mix asphalt mix IV [sic]. Typically, resurfaced roads lasts about 10 to 15 years. And this picture shows a recent resurfacing done on Halewili Street in Wailuku, completed under the Wailuku-Kahului District Resurfacing project. The most extensive type of pavement preservation project that we do in-house, I mean...well, actually, I'm sorry, Engineering Division does, is rehabilitation project, which is partially resurfacing and partially reconstructing a road. These types of projects are typically programmed as Federal-Aid projects. So, right now, I will turn this presentation over to Kristi, who can expand more on the Federal-Aid projects.

MS. ONO: Hi. Kristi Ono, also with Public Works Engineering. So, I'm going to be providing a brief overview on our Federal-Aid projects. So, roads that are classified as collector roads by the State and FHWA are eligible for Federal funding. The qualification is based on a number of factors such as traffic volume, urban boundaries, corridor length, and vehicle speed. And we receive about 12½ million in Federal funds each year, which equates to roughly 15.6 million in total project costs. The Maui MPO, which is a Federally-mandated Metropolitan Planning Organization, coordinates the...with the County and State DOT to develop a four-year list of Federal-Aid projects, otherwise known as the Transportation Improvement Program. This is a completely separate schedule from the CIP resurfacing list that Wendy was just describing. Oftentimes, the collector roads are in need of pavement reconstruction, which is a more expensive treatment than the other methods we described. So, the difference between pavement reconstruction and pavement resurfacing is the depth of the pavement section that's removed and replaced. So, this diagram shows the various layers of a pavement structure. And with pavement reconstruction, we would remove those top three layers, whereas with resurfacing, we would only work on the uppermost layer. A reconstructed pavement section can last anywhere from 20 to 30 years, whereas a resurfaced road may need treatment after 10 to 15 years. On the left is a photo of our Federal-Aid projects on Kokomo Road, where about 16 inches was...of the pavement structure was removed and replaced. And then the photo on the right shows a recent project at Wainee Street, taken a couple weeks ago where we removed and replaced just two inches of asphalt. Next, I'll be discussing how we use the funds we receive each year. The Mayor and Maui County Council has approved about 5½ million each year for pavement preservation funding. And as you know, this comes from the Highway Fund. The Fiscal Year 2020 Budget proposed 5.6 million for the Countywide Pavement Preservation and Resurfacing Fund. And Highways Division will utilize about 900,000 for material cost, and the remainder will be spent by Engineering Division on CIP resurfacing projects. Of the 900,000, Highways Division budgets half their allocation on asphalt, a third on microsurfacing material, and the remainder on cold mix, which is what we use for pothole patching. This graph just shows a further breakdown of our CIP resurfacing funds by district. So, as you can see, areas such as Makawao, Kula, and Haiku, they have the worst roads, and most of those roads don't qualify for Federal aid. And those districts, you see the most. We also reserve funds for change orders or higher than anticipated bids. We see a wide variation in the project cost across districts. So, this table was generated by averaging the project costs over the past four years. It's expensive to do paving work on Molokai and Lanai, and also more costly to do work in urbanized areas versus the rural districts. This is due to the amount of traffic control, the fact that projects

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are just more difficult logistically, and sometimes require night work. Lastly, I'll be going over some of our current program challenges. Going back to how I was describing pavement reconstruction earlier, it's an expensive treatment, and majority of our local roads again, don't qualify for the Federal aid. So, we resurface those roads and we're able to cover more lane miles with resurfacing per year. But in some cases, that just isn't sufficient. One example is the Pukalani Terrace Subdivision. So, the photo on the left shows the condition after attempting to resurface the road. The reason why it looks that way is because there's a poor quality material beneath the pavement, which isn't suitable to support the new pavement. So, as you've seen in the past two years, our Department has been requesting specific funding to reconstruct the roads in this subdivision, as it's too costly to cover with just the Countywide funds. This is a case for other roads such as this residential subdivision on Molokai. Other areas receiving a lot of rain such as Haiku and Makawao have similar conditions, and it's a challenge for us to cover as much roads as possible while programming treatments that will last. Sometimes, the resurfacing schedule requires modification to wait for a utility replacement project, where we would prefer to resurface the road after the trench is patched. A specific example we can provide is Kulanihakoi Street, shown on the left, which is part of an ongoing Federal-Aid job to rehabilitate some of our collector roads in South Maui. So, the other three roads of the project are done but we're waiting for completion of the State's improvements near the highway to close out the project. Moving on to staffing challenges. Realistically, microsurfacing projects in-house require around 13 employees, and paving operations take around 20. Highways has a team of five dedicated to pavement preservation. And in 2020, it will double to ten. So, thank you. We still could use a few more for that team to be totally independent from the districts to avoid a backlog of maintenance. Highways...

CHAIR LEE: Wait, wait, wait, wait, wait.

MS. ONO: Oh.

CHAIR LEE: How many more?

MS. ONO: It will double.

CHAIR LEE: Okay.

MS. ONO: Ten --

CHAIR LEE: We just gave --

MS. ONO: --yeah.

CHAIR LEE: --you five. You need five more? You need ten more?

MS. ONO: Oh, I'll leave that to our Highways Division to answer.

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CHAIR LEE: Okay. No, I have to keep in mind 'cause, you know, we all have to work on the budget, and, you know, there are a lot of competing interests. So, okay, now, I have the number. Thank you.

MS. ONO: Okay. Thank you. Highways Division does pavement preservation work in all districts, which require shared equipment. Because there's a limit amount of equipment available to rent. Soon, we'll also need to start replacing equipment and updating our fleet as the group grows. And your approval of another slurry truck in Fiscal Year 2020 really helps. So, thank you. In-house and CIP projects are at the mercy of private vendors and the price of material. Our projects rely on the availability of asphalt. And at times, we need to have back-up plans if jobs cannot be completed to keep crews productive. We also have a growing number of roads being maintained, and it can be difficult to keep up with current operations. In closing, we shared how the Department has used iWorQ for planning and management of our program. We believe having in-house pavement preservation capabilities is an important aspect of our roadway maintenance, and that continued funding allows us to reduce the amount of roads in need of treatment. And lastly, thank you for allowing us to explain some of our ongoing challenges and for supporting the Department. Okay. Thank you, Chair.

CHAIR LEE: Thank you very much. Did you want to say any more before we open for questions?

MS. DAGDAG-ANDAYA: Chair, just one bit of information. Kristi and Wendy had talked about the iWorQ, the outside...the third-party review on our roads. And we have it done every five years. And we just wanted to, well, staff did take a look and to see how we've improved on the remaining service life of our roads. And we learned that over the past five years, even with the addition of newer sections of road that become part of our inventory, we've actually increased the remaining service life collectively of all of our roads by one year. So, just by implementing that Pavement Preservation Program, we've been seeing improvements in the remaining service life. And that's something that we're going to continue looking at how we can stretch our dollars so that we can do even more in terms of improving the remaining service life of our roads in the years ahead.

CHAIR LEE: Thank you.

MS. DAGDAG-ANDAYA: Thank you.

CHAIR LEE: Questions? Yes, Ms. Rawlins-Fernandez?

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair. Mahalo for your presentation. That was very enlightening. I...so, I have a few questions. Where can we find the four-to-five-year pavement preservation schedule?

MS. DAGDAG-ANDAYA: Okay. Chair? Sorry, I'm going to move seats over here.

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CHAIR LEE: Sure.

MS. DAGDAG-ANDAYA: But the four-to-five-year or the, I'm sorry, just to clarify, the iWorQ, is it the iWorQ listing? That's something that we can provide to the...to whoever requests. It pretty lengthy but it's...we can provide that to the public. Most of the time, when people ask us questions about the road, they'll only be...they'll only want to see like a specific road, when is it gonna get paved or what the remaining service life is. So, we can usually provide that information. But if you're interested in taking a look at it collectively, we can run a report as well.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo. I'd like to see if for my district. The residents of Molokai has been asking me. It's one of the most popular questions I'm asked. So, I'm looking at one of the slides, slide four, and it kind of shows, I think that's iWorQ, and it shows what street, the address, and what the recommended treatment is, but it doesn't show like the approximate timeline that that would happen. Is...so does the schedule that you have, would it include like a year or some kind of date, approximate date, that it would...the recommendation or recommended treatment would happen?

MS. KOBASHIGAWA: The iWorQ is just a listing of all the road segments. The pavement preservation schedule is something that is generated by Engineering Division. So, if you wanted the information for your district, we can forward that information to you.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay. Great.

CHAIR LEE: . . .*(inaudible)*. . .

COUNCILMEMBER RAWLINS-FERNANDEZ: Chair?

CHAIR LEE: We're going to send your request. So, you would forward the information to our Committee, yeah?

MS. KOBASHIGAWA: Oh, okay.

CHAIR LEE: Thank you.

MS. KOBASHIGAWA: Thank you.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo, Chair.

UNIDENTIFIED SPEAKER: Yeah.

COUNCILMEMBER RAWLINS-FERNANDEZ: Last two questions. So, I noticed that each district kind of got a certain amount of money, and that Molokai and Lanai got 300,000 for the CIP. And then the following slide said that it costs 540,000 per lane mile. So, I was just trying to reconcile those two numbers. If it's only 300,000 but it costs 540,000, is that why Molokai doesn't really get too much work done or...

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MS. ONO: Thank you. So, we do a project for Molokai, Lanai, and Hana every two years to maximize, you know, the cost of mobilizing is really high for those districts. So, we do a project every two years, which would mean, you know, 600,000 for Molokai and Lanai. And you are right that it is, you know, quite expensive to do work there. And yeah, it basically equates to, you know, more or less, one lane mile per project. But because the roads are, you know, sometimes narrow or, you know, it's...it doesn't have as many challenges as doing work in say Wailuku or Kahului, where there's a lot of traffic, sometimes that's reflected in the costs and...does that answer your question?

COUNCILMEMBER RAWLINS-FERNANDEZ: Yeah.

MS. DAGDAG-ANDAYA: Chair?

COUNCILMEMBER RAWLINS-FERNANDEZ: Kind of.

MS. DAGDAG-ANDAYA: If I can add too. Sometimes, we also do other treatments on the existing roads. So, in addition to the resurfacing, we'll do things like microsurfacing or, you know, like the slurry seal and crack seal. So, we also do those types of measures or that type of techniques on the road as well. Not...we don't solely rely on resurfacing but we'll rely on other techniques.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo. When you develop a schedule, do you consider coordinating the projects with other projects that would be tearing up the road to put replacement pipes or...

CHAIR LEE: Can you go close to the microphones? You have a --

MS. KOBASHIGAWA: Is that good?

CHAIR LEE: --light voice. Yeah.

MS. KOBASHIGAWA: Okay. Okay.

CHAIR LEE: Yeah.

MS. KOBASHIGAWA: Yes, we do try our best to coordinate with the other agencies.

COUNCILMEMBER RAWLINS-FERNANDEZ: Mahalo. And then last question, Chair, and then I have to go. So, when members of the public call in, since it sounds like one of the factors as you said in earlier, it's complaint-driven, what's the best way for members of the public to communicate to the Department? Is it via phone, RFS, e-mail, if they needed work done on a road?

MS. DAGDAG-ANDAYA: Okay. The...all of those formats are perfectly acceptable. We do get a lot of calls. They're fielded by our Engineering Division staff. Sometimes they're also fielded by our Highways Division staff. One of the things that we do is when we get a

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concern, Highways will go and take a look and then try to address it immediately. If it's something that requires a long-term fix, then they'll involve Engineering Division, and then the two divisions kind of work together on an appropriate solution. So, it may be something that can be addressed immediately or it can...it might require some additional time and resources. And we'll always try to fit the fix or the project or try to make accommodations for it.

COUNCILMEMBER RAWLINS-FERNANDEZ: Okay. Mahalo, Director. Mahalo, Chair.

CHAIR LEE: Thank you. Have a good trip back. Mr. Molina?

COUNCILMEMBER MOLINA: Thank you, Madam Chair. I guess question first for Ms. Kobashigawa or either Director Dagdag-Andaya. You know, on prioritizing, just kind of following up on Member Rawlins-Fernandez' questions from members of the public who ask about getting their smaller roads fixed and what it takes to get it done in a more expeditious manner, what is your folks' methodology for prioritizing what roads get to be fixed first? 'Cause usually, you have like a two or three-year timetable for some of the roads. So, if a member of the public wanted to get their road fixed first before someone else, what would you recommend they do? I mean call the Mayor or maybe do a petition drive? 'Cause I know you folks have a methodology, you're gonna look at the roads, you know, look at the...based on the conditions, but do you guys put a higher priority on the amount of cars that travel on this particular road that needs to be repaired versus one, a less travelled road that may be is more bust up, if you will. I mean how do you guys do it? I'm just trying to get a, you know, real layman's term answer from you folks, and what people can do to get their roads fixed. 'Cause I know a number of roads that still haven't been fixed and, you know, people waiting. So, I just wanted to get your take on it.

MS. KOBASHIGAWA: We try our best to...we do try to prioritize the roads by whichever roads have the more high usage, but we've also are taking a look at the smaller residential streets. We do realize that some of them are in need of resurfacing or other types of pavement preservation. So, we...we're trying to get more involved in the little side streets. As far as your question to how it can be done, they can submit their request through any of the ways that I had mentioned previously if they want to write a letter or they can contact you, and you can send the request down to us.

COUNCILMEMBER MOLINA: My preference would be for them to contact you 'cause you're the Administration, right? But I mean but it's only natural for people to run to the elected officials, and I'm sure all of my fellow colleagues get their calls from their respective districts. So, you know, the, you know, I come from a district where they're very vocal when it comes to their roads. You know, Upcountry, Maui get a lot of these...my neighbors who have these rebuilt old cars, and the last thing they want to do is hit those potholes and whatnot. So, I hear it a lot. So, anyway, again, if we could get your folks' help on that. And, Madam Chair, I see the Director wants to make a comment.

CHAIR LEE: Director?

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MS. DAGDAG-ANDAYA: Okay. Also, one of the big factors in determining priorities is safety. We got to make sure that the condition is such that, you know, sometimes, another road might kind of not leapfrog but will be prioritized because it...there is a major safety issue. So, for Kaupakalua Road, for example, back in 2014, there were a lot of calls because the...it was the rainy season. We had just ended a rainy season. We knew that the project was going to come on board with a Federal-Aid reconstruction, but we just couldn't wait any longer. So, we had to think creatively and make that decision to do a thin overlay to preserve the road in the time being so that we could have it or we can use it prior to it being reconstructed. So, we'll make those kinds of decisions as well, yeah.

COUNCILMEMBER MOLINA: Okay. All right. Thank you. Madam Chair, and if I could follow up one more question? I think one comment that I believe Ms. Ono made with regards to needing more employees, how much is it cost to train these employees? 'Cause, you know, we certainly need...I agree with you, Madam Chair, that we do need more personnel because roads is one of the most simple but important infrastructure concerns the public has, and that's what they judge County government on is fixing the roads and how fast we can fix the roads. So, how much funding would you guess it will cost to, you know, add more... 'cause there's training involved too, yeah? And that takes times and cost. Any thoughts on that figure? Along with the salary of the employee, there's cost for training them too, yeah.

MS. DAGDAG-ANDAYA: I can take a crack at --

CHAIR LEE: Okay.

MS. DAGDAG-ANDAYA: --that.

CHAIR LEE: Director?

MS. DAGDAG-ANDAYA: I think that's a good question to have in a letter, and then we can have our fiscal analyst analyze the costs. We do provide training to our employees at least once a year. We also work with LTAP through the State Department of Transportation, the Local Technical Assistance Program, I think that's what it is, and we often have trainings with the State. And we send...either we send our staff or they'll send a trainer to Maui. And so, we get assistance that way. We also work with a group called Hawaii, I guess they call themselves HAPI, H-A-P-I, the Hawaii Asphalt Paving Institute [sic]. And so, Jon Young is the Executive Director, and he also coordinates a lot of these training activities for our staff and staff of...for other counties. So, we're able to utilize a lot of great resources from outside of the County, but we also use some of our monies, our County funding, for our training. But we would be very happy to put that in a spreadsheet format for you.

COUNCILMEMBER MOLINA: Okay. Thank you. I just want to thank you and the Department, you guys always do a great job in resurfacing our roads. And just couple

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roads for food for thought, Mokapu Street in Kahului and Mahola Street in Makawao, just throwing it out --

CHAIR LEE: Okay.

COUNCILMEMBER MOLINA: --there. Thank you, Madam Chair.

MS. KOBASHIGAWA: Chair, could I --

CHAIR LEE: Mr. Molina...

MS. KOBASHIGAWA: --expand on my answer to Councilmember Molina?

CHAIR LEE: Sure.

MS. KOBASHIGAWA: So, Councilmember Molina, on your question for why residential streets are not included in the resurfacing project, you mentioned that your district is Upcountry, and one of the challenges for that district is there are many long roads, so, and there...a lot of them are not in good condition. So, we try to provide more funding for those streets but there are so many that it's hard to sometimes get to the littler, the smaller streets but we're doing our best. Thank you.

CHAIR LEE: Before I call on you, Mr. Sinenci, I do have a question. It is true that probably 90 percent of the complaints I get, and probably everybody else, has to do with roads. It's either roads or parks, you know, but mostly roads. And so, would you say...and obviously, if your Department doesn't grow every year, what happens is you're going to have a backlog, and a backlog, and a backlog, right? It's hard to catch up because we have more people every year, so more cars. Is it more personnel? Well, we know you need more personnel, but do you also need, you know, a lot of...a lot more money for materials? Oh, you know, like for instance, would be...would it be more economical for us to have our own batching plant or our own source of materials? I was just curious.

MS. DAGDAG-ANDAYA: Okay. I can answer a little bit --

CHAIR LEE: Okay.

MS. DAGDAG-ANDAYA: --about the...well, the batching plant, I...it's come up in discussions and I know we've talked about it with Councilmember Hokama. I believe the discussion actually started maybe in 2016 and 2000...or 2017. We went back and took a look at some of our old correspondence. And we do have one from April 12, 2017, during the Budget hearing process. It is at the time, BD-15, BF-1. So, we provide some responses relating to the estimated cost of operating the plant, issues regarding location, permitting, staffing, procurement issues. So, it is something that we've continued to kind of look at over the years. And, you know, we still...we're not, you know, we're still open to exploring the idea. It's a matter...I guess it's maybe the matter of making sure that it's a sustainable type of operation for the County. And

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we'd be more than happy to take a look at that. As it relates to additional staffing and additional funding, when there was a report that was done or an audit report a number of years ago, and I...it identified that, you know, additional resources would perhaps make a really big difference in our operation and being able to achieve, you know, achieve a greater RSL, remaining service life, on our roads. You know, we also take into consideration multimodal transportation and, you know, trying to see if there's ways to, you know, to, you know, instead of widening our roads, creating more lanes, which creates more of a need to pave. You know, perhaps, there's another way we can address transportation needs through other means of transportation. Also, looking at the bus service because the buses do have an impact on our roads as well. We've seen it in many communities in...on our residential streets that have the buses traverse. So, all of those things, I mean they, I know they consistently, they, meaning Engineering and Highways Division, you know, we're always talking about all the different factors that play into impacts to our roads and how we can better budget. So, I don't think that answers your question but there are many different factors that we are looking at and exploring.

CHAIR LEE: Okay. Thank you. Because, yeah, sure, you're talking about complete streets and all different types of modes of transportation and so forth. But in the meantime, we have all these calls that we have to deal with on a daily basis, and it's not getting better. So, and I'm sure we...we're not going to be able to convince the 3 million tourists that come to Maui, you know, to walk the communities. I don't think so. So, in the meantime, you know, we have to be kind of realistic and face the facts that the population is growing, demand is growing, our resources have to grow too. That's all I'm saying. Thanks. Mr. Sinenci?

COUNCILMEMBER SINENCI: Oh, thank you, Chair. Thank you for your presentation, and I wanted to mahalo you for planning our East Maui resurfacing project. I just wanted to ask when can we expect it to start, Director, or whomever?

MS. DAGDAG-ANDAYA: Chair? So, I believe Hana, that portion from, gosh, that fish camp, I can't remember what it's called, but --

COUNCILMEMBER SINENCI: Hamoa.

MS. DAGDAG-ANDAYA: --up to --

COUNCILMEMBER SINENCI: Hamoa.

MS. DAGDAG-ANDAYA: --Haneoo in --

COUNCILMEMBER SINENCI: Haneoo.

MS. DAGDAG-ANDAYA: --Hamoa --

COUNCILMEMBER SINENCI: Yes.

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MS. DAGDAG-ANDAYA: --so that first phase is something that our Highways Division is working on, and I believe that is coming up in the summer. They're doing prep work right now. So, that's about 1.1 miles. And then, I'm thinking...I think in October of this year, we'll likely be ready to go out for bid for that second portion from the south, actually the, yeah, the Kaupo side of Haneo Road, and then head out to Kaupo about another 1.1 miles. So, we're looking at going to bid in October, I think, and then going into construction once the contract is executed. So, we might be seeing the completion sometime next year, early part of next year --

COUNCILMEMBER SINENCI: Oh.

MS. DAGDAG-ANDAYA: --after, you know, we get through procurement and going through the planning. So, it looks like 2.2 miles resulting from the FY '19 Budget.

COUNCILMEMBER SINENCI: Thank you. A follow-up question, Chair. What's normally the lifespan for the slurry seal? A couple years?

MS. KOBASHIGAWA: It's about five to seven years.

COUNCILMEMBER SINENCI: Oh, okay. And then, last question, Chair. At what point does the County bid out to private contractors the projects? Or are all projects bid out?

MS. KOBASHIGAWA: Could you --

COUNCILMEMBER SINENCI: Paving --

MS. KOBASHIGAWA: --explain --

COUNCILMEMBER SINENCI: --project?

MS. KOBASHIGAWA: --your question? I'm sorry, I'm not --

CHAIR LEE: Are some --

MS. KOBASHIGAWA: --understanding...

CHAIR LEE: --of the projects bid out to others --

COUNCILMEMBER SINENCI: Private --

CHAIR LEE: --other vendors?

COUNCILMEMBER SINENCI: --contractors?

MS. KOBASHIGAWA: Oh, the Engineering Division projects, the CIP projects are all bid out to contractors. The in-house projects are done by our Highways Division.

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COUNCILMEMBER SINENCI: Oh, okay. Thank you. Thank you, Chair.

MS. KOBASHIGAWA: You're welcome.

CHAIR LEE: So, what you're saying is that the maintenance is done by our crews and new construction is generally bid out to private contractors to do?

MS. KOBASHIGAWA: Correct.

CHAIR LEE: Okay. Yeah, Mr. Hokama?

COUNCILMEMBER HOKAMA: I'm glad you caught that because I thought that was a important catch. So, in-house is anything ongoing maintenance or existing road system. That's how you --

MS. ONO: I think...

COUNCILMEMBER HOKAMA: --decide whether it's in-house project or not?

MS. ONO: So, the projects that we bid out by Engineering Division are also on, you know, existing roads. It's not construction of new roads. It's all done as maintenance on our existing roads. But how we determine which ones are done by Highways as in-house work and which ones are bid out, we usually look at the complexity of the job, you know, whether it's a fairly straight run...

COUNCILMEMBER HOKAMA: Federal dollars, you --

MS. ONO: Yeah.

COUNCILMEMBER HOKAMA: --bid out everything with Federal dollars?

MS. ONO: We do, as I mentioned, the Federal-Aid jobs are for the roads that qualify, the major collector roads. And the local roads, we do with County funds through the CIP Resurfacing Project...Program.

COUNCILMEMBER HOKAMA: So, as long as you have Federal dollars, you bid out the project?

MS. ONO: Yes. So, all the Federal-Aid projects are bid out.

MS. DAGDAG-ANDAYA: Yeah.

COUNCILMEMBER HOKAMA: Yes, Director?

MS. DAGDAG-ANDAYA: Oh, Chair? And generally, the Federal-Aid projects require...or they're a lot more complex. They require the road reconstruction. So, going about what, 16...12 to 16 inches, which, you know, with a crew our size, probably, we

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probably won't be able to, you know, use our existing crew to do reconstruction type of projects for --

COUNCILMEMBER HOKAMA: Yeah --

MS. DAGDAG-ANDAYA: --those --

COUNCILMEMBER HOKAMA: --we're not there --

MS. DAGDAG-ANDAYA: --bigger...

COUNCILMEMBER HOKAMA: --yet. We get it. The Members get it. We're not there yet, yeah. But our questions especially for me is what does it take for us to get where we want to be at? So, part of it is we need to know what is in-house projects and why can't we max out the amount of money we put into in-house projects if that's what your Department is capable, and give you the manpower and equipment and the supplies to do it. You know, to me it's a matter of scale now. What makes sense for our investment and what kind of work should we expect any return for that investment? We know we can get State projects. We do it well enough I bet you even private sector will entertain our ability to perform. Okay.

MS. DAGDAG-ANDAYA: Okay.

COUNCILMEMBER HOKAMA: So, it's not about --

MS. DAGDAG-ANDAYA: Yeah.

COUNCILMEMBER HOKAMA: --whether or not, we just need to know what is working and what doesn't work. Because if we can give you the work, we have no problem with expanding personnel and whatnot 'cause we can justify the expansion.

MS. DAGDAG-ANDAYA: Okay. Chair?

CHAIR LEE: Yes, Director?

MS. DAGDAG-ANDAYA: I think that's a good question. The first thing that you mentioned was, you know, where do we...I guess, and I'm...I don't mean to paraphrase but, you know, where do we go from here, what is...how do we get to where we want to be at. And to me, that's a really good question because now, we need to determine, okay, where do we want to be at, what do we want to look at? In five years, what is our Pavement Preservation Program going to look like? Are we going to be, you know, do we have a full 20-man crew or 20-person crew I should say? Are we working on road reconstruction type of projects? Those are the kinds of things that we should be, you know, we'll need to be having that kind of discussion with our Engineering and Highways Division staff. So, I appreciate that question. The second thing that I caught from your comments was, what is working right now? And right now, what seems to be really working is our slurry seal, our microsurfacing program. It's very

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cost-effective. It's also, you know, it doesn't utilize a really big crew. And we're able to extend the life of the roads by at least five to seven years. Sometimes, even longer depending on the type of traffic. But I do want to kinda circle with staff and kinda address that question as to where do we wanna be at in the next five to ten years with our program, and what is that program going to look like.

COUNCILMEMBER HOKAMA: Yeah, 'cause I think the Chair is pretty clear on her directive as I understand is at least it better be less backlog. We expect at least that, less backlog. 'Cause if you cannot tell us that, we're doing it the wrong way. So, you know --

MS. DAGDAG-ANDAYA: One more . . .*(inaudible)* . . .

COUNCILMEMBER HOKAMA: --I'm in support of the...where the Chair would like to go 'cause for commerce, for the business, it's money. Okay. Time lost from the road is money to a business, okay, whether it's a tourist rental car, somebody carrying produce, somebody got to get to work or get to school, time is money on the road. So, loss of time is loss money for me. So, it's impacting our economy. And I rather have a car that can run than one broken car in the garage where now, I cannot work, I cannot pay my bills, and everything else that comes with no transportation. So, I, you know, for us, I would agree with the Chair, besides the parks, I think we hear it about the roads. And for us, it's a key infrastructure especially if we're gonna be serious about our discussions about sea level change, those things. I think we would be far ahead if we had ability to batch asphalt and concrete and do projects at our cost right now. So, if I were you, I would start looking at our lands, State lands, and look where the County can actually be the key driver of this kind of infrastructure projects, and we can control cost 'cause we're gonna be doing our own batching, we're gonna do our own concrete mixing. We can control a lot more if we get the scale and scope. That's why we get people like John Smith sitting back there, right? We need guys to make it happen, Director. And you have a Council that's willing to support with resources. Thank you, Chair.

CHAIR LEE: Thank you, Mr. Hokama. Before I call on you, Mister...I mean Member Kama, I just wanted to follow up with some of Mr. Hokama's comments. Yeah, when we deliberated through the Budget process, you know, this Council was willing to invest more substantially in your Department to back up exactly what we're saying that this is a high priority for the Council and the community. And, you know, we understand that you're trying to save money. But on the other hand, if we're not catching up on the backlog, on all the other roads that have been put on hold for so many years, that we know that the pavement preservation project, the slurry project is very successful, and that is the reason why we put five more positions there. And if it takes more, then we need to know that. And also, the fact that one of the reasons why it's surviving okay right now is because it's drawing personnel from other districts to do the work in some other district, you know. So, meanwhile, their work in those other districts are backlogged, you know. They're stockpiling and maybe the slurry projects are getting done but other projects are not getting done. So, that's the reason why we're really interested and want to seriously support this Department so that you can move it up

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to the next level. And even if it...you're looking at long-term, okay, you need your own batching plant to produce whatever is necessary in materials and maybe you can...we can do some kind of partnership with the State or something like that, you know, to save money, yeah?

MS. DAGDAG-ANDAYA: Thank you, Chair. And another thing to consider too is our Highway Fund. Because the Highway Fund is what funds our Highway Division operation and funds our road projects. So, you know, we have...we're watching that almost every day, and trying to determine, okay, where is it gonna dip, when is it gonna dip because the type of the fuel-efficient cars, electric vehicles, and other factors come into play. It could be economics, like anything economic, you know. We anticipate that the Highway Fund is gonna take a dip at some point so we're gonna need to work with Councilmembers, maybe our State legislators as well, definitely our State legislators, in determining how it is that we, you know, we can get revenue to support our operations. So, that's another factor to consider, and perhaps that's another discussion for another Committee meeting but definitely something that we're looking at.

CHAIR LEE: Well, Director, I think maybe what we're asking you is to concentrate on your growth plan and priority plan and we'll worry about where the money comes from. Okay. Ms. Kama?

COUNCILMEMBER KAMA: Thank you, Chair. So, with that being said, I just want to relay to you a message from the seniors at Hale Makua Elua, that they would like flashing lights on their crosswalk. So, I told them I would extend that to you the next opportunity. So, if you could, I'm sure they would be very, very happy. And they would like it to be done in their lifetime seeing as how they told me they've been asking people before me. So, I said okay. So, thank --

MS. DAGDAG-ANDAYA: Chair?

COUNCILMEMBER KAMA: --you.

MS. DAGDAG-ANDAYA: Yes, we're looking into that as well.

CHAIR LEE: Oh, very good. Ms. Paltin?

VICE-CHAIR PALTIN: Oh, thank you, Chair, and thank you for the presentation and being here. I had a few questions. I just was wondering, you know, when you guys go into like reconstruction and stuff, like anything more than say three or four inches, do you take into consideration the Davis-Bacon Act? And then our County workers get the prevailing wage for those works?

CHAIR LEE: Director?

MS. DAGDAG-ANDAYA: Chair? For the contracted projects, they do take that Davis-Bacon into consideration. As far as our projects, I mean we are, you know, we don't...I...we

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utilize what we have, I mean in terms of what's required through union contract with UPW. So, I hope that answers your question. But we can, I mean if you have any other questions, I don't know if I'm able to answer them today regarding that particular matter but we can answer it in a letter if you still...

VICE-CHAIR PALTIN: Just like if we're going beyond, you know, just routine maintenance and stuff like that, if our County workers, if they're comparable, people are getting paid a different prevailing wage. I just was wondering if we're in violation of that act but...

CHAIR LEE: We can check on that in writing. Okay.

VICE-CHAIR PALTIN: And then, you know, I don't envy the job that you do in taking into account, you know, like sewer improvements and traffic studies, and deferral agreements, but I was wondering if you could say anything about Phase IV Lower Road.

MS. ONO: Phase IV of Lower Honoapiilani Road improvements is on the Transportation Improvement Program, which is that four-year list I was talking about. I don't know off the top of my head what year it is. I think it might be Federal Fiscal Year 2021 or '22 but it is on the schedule.

VICE-CHAIR PALTIN: Okay.

MS. ONO: Yeah.

VICE-CHAIR PALTIN: And then I was wondering like, you know, it being on the schedule if...when you had that meeting at Maui Preparatory and one of the options was making it one way and the sea level rise, and is that all taken into consideration like when you're gonna repave something like if there's a traffic study that it is two-way or any road that's two-way right now and maybe should be one-way in the future, is that taken into consideration before you go and do the actual work?

MS. ONO: Okay. So, I think you're referring to the public meeting that was held last October regarding the coastal erosion at Lower Honoapiilani Road at Kaopala Bay. So, yes, we would, you know, definitely consider whatever decision is made on that section of road before we do the Federal-Aid project. As the Fiscal Year 2020 Budget approved funds for that feasibility study, we'll use that information on the study to, you know, decide how we'll handle that portion of the road.

VICE-CHAIR PALTIN: And then even like say streets like Dickenson, when we had a site visit over there, like a lot of people said some of those roads should be one-way, and I was wondering how that plays into it like if you have a traffic study about how the flow of traffic in an area goes before you go and make the roads.

MS. DAGDAG-ANDAYA: Chair?

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CHAIR LEE: You want some of these in writing, these questions?

MS. DAGDAG-ANDAYA: Yeah, that might be a good question to answer in writing because it kinda...it dives into another section in our Engineering Division, our Traffic section would handle the...a study. And I think there is...I think we're commissioning a study on the roads, Front Street and all the other streets in that area. But in terms of maintenance, if that road were to come up, you know, all of those roads, if it...if there is a maintenance need, then we'll address it. But it does seem like kinda two different issues, the circulation versus maintenance. So, but we will...we'll be able to answer it in a...in writing.

VICE-CHAIR PALTIN: 'Cause just for example, like when we drive the pali, they did those grooves so that you...if you're going out of your lane, you kinda wake up or something. But then they restriped the road by the wind farm. So now, even if you're within the lines, you're going over the grooves, and it seems like that probably could have been thought-out better so that they waited on the grooves until they redid the road. And so, everyone is not going over the grooves every single day. So, just, you know, like if you're gonna resurface or maintain it and then you have to redo the lines and the markings more than once, it seems more efficient to just do it one crack.

MS. DAGDAG-ANDAYA: Yeah, Chair? So, those are the things that we consider prior to the resurfacing project. If there is an adjustment in the lane or if we do a complete street striping project associated with the resurfacing, we'll have that reviewed ahead of time before our traffic signs and markings crew comes in to do the final striping, but it's all coordinated among the Highways Division and Engineering staff.

VICE-CHAIR PALTIN: And then, I guess I just was wondering if by the TIP timeframe, that Phase IV should be done, are you planning on trying to have the deferral agreement formula meet up with that timeframe so that it's kinda smooth thing?

MS. DAGDAG-ANDAYA: Chair?

CHAIR LEE: I think that's gonna take another meeting. That's so complicated. Maybe we should meet again on that alone.

MS. DAGDAG-ANDAYA: Yeah.

CHAIR LEE: Okay. If you don't mind?

VICE-CHAIR PALTIN: Sure, no problem.

CHAIR LEE: Okay. Any other questions? Mr. Hokama?

COUNCILMEMBER HOKAMA: Yeah, real quickly. Just a couple...following up, so your Division goes through a complete street review for each type of project, Director?

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MS. DAGDAG-ANDAYA: Chair? So, when we do a resurfacing or road reconstruction project, we have our Traffic section. So, like Nolly today, they typically do a review and provide recommendations prior to those projects being planned out or during the planning of the projects.

COUNCILMEMBER HOKAMA: Okay. I don't know if it's your Department or what, but one thing I will ask your engineers is maybe when we look at our requirements of minimum thicknesses, you know, one thing I notice nowadays in our subdivisions, residential, is we get vehicles that was...those roads were never intended to take care of like semi-trucks parking in residential areas. You know the roads wasn't geared for us to park semi-trucks, you know, in our home areas, but yet that's what impacting our roads whether it's parking on the side of the street, the GVW of the equipment itself on the pavement, yeah, right of line of sight from intersections, that is all big issues for me because it befuddles me how much we increase pedestrian fatalities. Okay. And I can say that just real bad driving, but we can assist through smart engineering. So, I would request your divisions to do what they can to assist us. Thank you, Chair.

MS. DAGDAG-ANDAYA: Oh, Chair? So, just to clarify, Councilmember Hokama, the issue is the large semi-trucks utilizing the residential roads or just parking like...

COUNCILMEMBER HOKAMA: I would just say in general, the attitude of business and commercial to use residential as now their parking lot for their business equipment.

MS. DAGDAG-ANDAYA: Okay. All right. That's something we can work with MPD on perhaps looking at our Traffic Code as well. Okay.

CHAIR LEE: Okay. Good. Any other questions? All right. Thank you very much, Rowena and your Department, for this very enlightening presentation. At this time, if there are no objections, the Chair recommends deferring this matter.

COUNCILMEMBERS: No objections.

CHAIR LEE: So ordered.

COUNCILMEMBERS VOICED NO OBJECTIONS. (Excused: KRF)

ACTION: DEFER PENDING FURTHER DISCUSSION.

CHAIR LEE: Thank you very much everybody for coming.

ITEM WAI-35: PUUOMALEI TRACT (SUBDIVISION FILE NO. 2.3171) ROAD WIDENING LOT, LOT 17-E (CC 19-136)

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CHAIR LEE: The next item should be pretty routine. It has to do with the item 31 [sic], Puuomalei Tract (Subdivision File Number 2.3171) Road Widening Lot, Lot 17-E. This roadway dedication is similar to the two sewer line easements we dealt with earlier. The roadway lot has also already been accepted by the County. And so, Ms. Dagdag-Andaya, could you please provide your comments on this matter at this time?

MS. DAGDAG-ANDAYA: Thank you, Chair. So, in your packets, you should have received a letter from the Department of Finance providing information regarding the road widening lot and the dedication of it. Exhibit "A" is a description of the road widening lot. And then Exhibit "B," you'll notice that there's a map there that shows you where or the location of the actual road widening lot. So, if you're looking at the map, Exhibit "B," it's the southeast corner where it is located adjacent to Kaupakalua Road. So, when this parcel was subdivided out during the subdivision comments, it was noted that, you know, a portion of the property at that corner where it hits Kaupakalua Road, would need to be dedicated to the County. The size of the road widening lot is I believe 163 square feet, about the size of this area right here, and it would be used for roadway purposes. I'm...I assume that when they did the survey of Kaupakalua Road and when they did the subdivision survey, it was noted that maybe a portion of the property was already in Kaupakalua Road. So, in order to, you know, include it in into Kaupakalua Road, it needed to be formally accepted as part of this road dedication. So, thank you, Chair.

CHAIR LEE: Okay. Any questions? Pretty routine, yeah? All right. The Chair will entertain a motion to file this item, item WAI-35.

COUNCILMEMBER KAMA: So moved.

COUNCILMEMBER MOLINA: Second.

CHAIR LEE: Moved by Member Kama, seconded by Mr. Molina, Member Molina, to file item 35. Discussion? If not, all those in favor say "aye."

COUNCILMEMBERS: Aye.

CHAIR LEE: Opposed, "nay." Motion carries.

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VOTE: **AYES:** **Chair Lee, Vice-Chair Paltin, and Councilmembers Hokama, Kama, Molina, and Sinenci.**

NOES: **None.**

ABSTAIN: **None.**

ABSENT: **None.**

EXC.: **Member Rawlins-Fernandez.**

MOTION CARRIED.

ACTION: **FILING of communication.**

CHAIR LEE: Thank you very much --

MS. DAGDAG-ANDAYA: Thank you.

CHAIR LEE: --Miss...I mean, Director, and for all of the information that you shared with us today. And this brings us to the end of the calendar and the agenda. So, if there are no more comments or questions, this meeting will be adjourned if there are no objections.

COUNCILMEMBERS: No objections.

CHAIR LEE: So ordered. Meeting adjourned. . . .(gavel). . .

ADJOURN: 3:34 p.m.

APPROVED:


ALICE L. LEE, Chair
Water and Infrastructure Committee

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CERTIFICATE

I, Ann Carmel Q. Pugh, 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 18th day of June, 2019, in Kihei, Hawaii



Ann Carmel Q. Pugh