

The departmental budget review reconvened on April 1, 2013 at 9:08 a.m., and proceeded as follows:

**Public Works**

Honorable Tim Bynum  
Honorable Gary L. Hooser  
Honorable Ross Kagawa  
Honorable Nadine Nakamura  
Honorable Mel Rapozo  
Honorable JoAnn A. Yukimura (*excused at 3:32 p.m.*)  
Honorable Jay Furfaro, Council Chair

Chair Furfaro: *Aloha* and good morning. I would like to call back to order the Budget Review meeting, which was recessed on Thursday. Today's schedule, we will be addressing the Department of Public Works. We have a schedule by which I would like to follow, starting with the Department of Public Works General Administration from the fiscal building inspections to janitorial and I think all of you have the piece that was passed out from me. We have copies being made. Excuse me, to the members, the copies that I said are being made and will be distributed in a minute. Then we will go into the Department of Public Works Highway Fund, then we will go into Beautification, Solid Waste, the Sewer Fund, and then if we still have time in the day, we will begin CIP. The schedule will be passed out shortly. But before we do, on this particular subject matter, I would like to ask if there is anyone in the audience that is prepared to give testimony in today's Budget meeting on any of the subjects that we have on our calendar for today? Come right up.

GLENN MICKENS: This is for Public Works, right?

Chair Furfaro: I will read it again. This is Public Works which will include, Glenn, Highway Fund, Beautification, Solid Waste, Sewer Fund, and if we get to it today, we will start CIP. But if you want to speak on CIP, you can as well.

There being no objections, the rules were suspended to take public testimony.

Mr. Mickens: Thank you, Jay. Before I read my testimony, you have copies of it. I feel I must say how deplorable I feel it is that it is taking eighteen (18) years for anyone to address the illegal paving of our roads, in my opinion. Our Administration's, our Councils', and even newspapers heard my endless years of E-mails and testimonies telling of the millions of dollars of tax money being wasted by not using the Hawai'i Asphalt Paving Industry (HAPI) or American Association of State Highway and Transportation Officials (AASHTO) standards in paving and yet no one had ever challenged my assertions or investigated them to say whether they were valid or not. I am not a paver or ever have been, but have thoroughly gotten my information from my good friend Greg Schleper (Mel, who once met him), who has been a paving contractor for thirty-seven (37) years and was monopolized off our island. Remember that I personally met many of our elected officials at road sites where improper paving was done, including our late Mayor Baptiste and you, Jay, many years ago until knowing nothing has ever been done. I am now happy to move forward, but this type of government waste has to be investigated and stopped from the start and not eighteen (18) years later. I have two (2)...

Chair Furfaro: Excuse me, Glenn, before you go any further.

Mr. Mickens: Yes?

Chair Furfaro: Do you know when I met with you? It was 2002, ten (10) years ago and I personally put many of these items on the agenda.

Mr. Mickens: Right.

Chair Furfaro: Thank you.

Mr. Mickens: Right. I remember you met me up Kainahola Road to address my thing.

Chair Furfaro: I just want to let you know, I put many of your concerns on the agenda.

Mr. Mickens: Yes.

Chair Furfaro: Go right ahead.

Mr. Mickens: I have two (2) roads resurfacing lists that Jay gave me, one May 3, 2011, the other revised list of August 6, 2011. The May 3<sup>rd</sup> list shows repaving using one ton of asphalt per ninety-five (95) square feet to give a one and a half inch final overlay. But the revised list shows the use of one ton of air conditioning (AC) per one hundred eight square feet to give the one and a half inches of finished grade. According to the Asphalt Paving Job Calculator, the one ton per one hundred eight (108) square feet is correct to give the one and a half inches and the one ton per ninety-five (95) square feet would give about one and seven-eighth inches and is wrong. But I can go back to past resurfacing lists and show you where we were using one ton per ninety (90) square feet, which would make this final overlay even worse, meaning more asphalt is going to be put on the road or should have been. I have also shown you samples verified by having Jay and other County Officials meet me at sites, as you pointed out Jay, where paving has occurred from our roads that are not even one and a half inches thick. I can show you toady a pothole one Hauiki Road where this overlay is not more than three quarters of an inch thick. The Shadow took pictures of it. I will only say as I have said for eighteen years in my quest to get our roads paved properly, that we have wastes hundreds of millions of dollars on roads resurfacing by one (1), not paving by HAPI or AASHTO standards, and two (2) not having proper oversight to see that the AC we paid for is going on our roads. Going forward, I applaud Larry Dill for finally issuing a bid that use AASHTO paving standards and uses the correct tons per square feet to give the one and a half inches of final lift. It is still imperative that we have an inspector at this paving site to make sure all proper procedures are followed. The cost of the original May 3<sup>rd</sup> list to resurface was five thousand eight hundred ninety thousand sixty dollars (\$5,890,060) without the additives. The revised August 6<sup>th</sup> list was five million four hundred ninety-five thousand five hundred thirty-seven dollars(\$5,495,537), thus by using one ton per one hundred eight (108) square feet and not one ton per ninety-five (95) square feet we saved almost four hundred thousand dollars (\$400,000) of tax money. I am not sure who pushed the magic button to do this job correctly, but I certainly want to thank Larry for his part and I also want to especially thank our Auditor Ernie Pasion for an outstanding job he and his staff did in the Roads audit as I am sure it had a lot to do with the corrections. I am sure all of you guys have copies of Ernie's audit and I think he has done just a tremendous job on the audit that he has done. Also, I have to wonder why this repaving contract won by Grace Pacific about February of 2011 has not seen any resurfacing going on. When I called Grace Pacific, I was

told that the Department of Health had to stamp the contract before work could begin. At that time, the Department of Health had not done this. In all past resurfacing contracts, I had never heard of this, that they had to stamp it before. You guys just okayed the budget, they went out and got it done. Why have we accumulated three (3), which is a question that I have asked several times? Why have we accumulated three (3) year's budget into this list without repaving our roads in that time? Always in the past, whenever this Council approved the list it was started and finished in not too long a time as the roughly two million dollars (\$2,000,000) budget only paved about eight (8) or nine (9) miles of roads. That is an inadequate amount of money anyway to pave our roads. If you read the attachment to this thing there was an article. I think JoAnn brought it up too. There was an attached article out of, I think, the Honolulu paper or something talking about how bad our roads are and I think our roads on Kaua'i were cited as one of the worst in the State. When will Olohena and other major roads get on this list and when are we going to see work begins? I believe we have some of the worst roads in State and even now we are being asked to have our gas taxes raised. So, where are the appropriated funds going? Politics must also be eliminated from choice of roads to be repaved. Larry and Ed Renaud's job will be monumental and without proper funding, which this audit points out very boldly, our three hundred (300) miles of County roads will never be properly resurfaced. Since I can only have this one chance to speak, I must ask why Public Works spent over twelve million dollars (\$12,000,000) on rebuilding the Kīlauea Bridge and four million eight hundred thousand dollars (\$4,800,000) on the Olohena Bridge whereas the Acrow people who built the bridge over the Wailua River told Ray Carpenter and myself that they could have put both bridges in for millions of dollars less. Where is the County Manager that we so desperately need? I sit here and hear this Council talk about fifty thousand dollars (\$50,000) as being a tremendous amount. It is a lot of money, but when they spent twelve million dollars (\$12,000,000) on that Kīlauea Bridge that could have been built by under one million dollars (\$1,000,000) by the same contractor that put the bridge in over there? Why? Why has it happened? Why did we spend four million eight hundred thousand dollars (\$4,800,000) on the Olohena Bridge when they could have put it in for probable six hundred thousand dollars (\$600,000)? These are questions that I think that I have asked for many years. I think the public is wondering the same question, gross waste of our taxpayers' money. Anyway I appreciate this opportunity to have spoken. I hope you have a chance to read all of this, particularly the audit that Ernie was so good in doing. I hope you have a chance to read the addendum, that I think JoAnn showed before attached to my testimony. Thank you, Jay.

Chair Furfaro:

Thank you, Glenn. Come right up.

PAT GEGEN: Good morning and *aloha*, Council. I am here today representing Zero Waste Kaua'i and my testimony is just going to be relatively short, not knowing all the details that are in the budget or anything. But all I ask is that through your due diligence, you pay close attention to whether we are really looking at long-term solution in the areas specifically around our solid waste. Are the decisions that the budget is proposing, the decisions you folks are making, going to lead us towards achieving that seventy percent (70%) reduction by 2023 that was in the Resolution, zero waste Resolution last year or are we just doing stop gap methods like going vertical at Kekaha landfill, which I know Mel, I have seen you get upset a number of times. I remember very clearly how frustrating the idea of going vertical at Kekaha was to you and my question is, looking at this budget, do we have the right items in place to increase our diversion, get to curbside recycling, follow our Solid Waste Management Plan so that we can achieve that seventy percent (70%) goal, and put less trash in our land? So, that is all I ask in going forward, please do look at it with those things in mind. Thank you.

Chair Furfaro: Thank you. Is there anybody else that wants to give testimony this morning?

There being no further testimony, the meeting was called back to order, and proceeded as follows:

Chair Furfaro: If not, Mr. Dill, may I call you up? Mr. Dill, before we go too far today, and we broke down Public Works into five (5) areas. I would like to have you address in your presentation some of the concerns that have come up from those that have testified or at least give some overview on Mr. Mickens' comments about the rebuilding of the bridge, the two bridges, as well as he commented that there was a period for three (3) years and that there was before you were the Engineer, that collectively the right amount of money that was appropriated was not done for certain road resurfacing. I know your philosophy going forward is one that you might even consider doing road repaving every other year so that you can get another fifteen percent (15%) of mileage out of getting the bulk work done and if that is part of your strategy, I would like you to touch on that when we get to the Roads Department. The other portions here dealing with the first phase of what I setup is, I want to talk about Administration and Fiscal, along with building inspections, engineering, and Repair & Maintenance (R&M) repairs in general. Do you have for your Department, a schedule that I laid out here?

LARRY DILL, P.E., County Engineer: Good morning Council Chair. This was just handed to me.

Chair Furfaro: Yes, as well as to everybody else.

Mr. Dill: Right.

Chair Furfaro: But I do not want to find ourselves not having a plan on what we are going to cover.

Mr. Dill: Right. So, we had established a schedule for all of our Divisions to come up Division by Division to address each of their budget, which does not match this schedule.

Chair Furfaro: Well, did you share your schedule with me?

Mr. Dill: No, I did not.

Chair Furfaro: Why do you not do that and we will send that out.

Mr. Dill: Okay. Can you make a copy?

Chair Furfaro: Scott, let us see what the Engineering Department has. Without knowing how you are making your presentation, I am at least organized enough to prepare one for us. But I will be glad to consider what you are sharing with us.

Mr. Dill: Okay. Thank you. Did you want me to touch then on Mr. Mickens' comments?

Chair Furfaro: You can take that time to do it now, yes.

Mr. Dill: Briefly as you mentioned, I was not present when for instance the Kīlauea Bridge was constructed. But Mr. Mickens mentioned Acrow bridges and those are certainly an efficient means of installing and building a bridge. I will speak to some other bridges that we have in the process now. The Puuopae Bridge, the Kapahi Bridge, and 'Ōpaeka'a Bridge. Those bridges, as I assume, the Kīlauea Bridge did all have historic significance and so with the federal aid projects there are certain requirements that we have to follow that would almost automatically exclude the possibility of installing something like an Acrow bridge because we are required to recognize the historic character of the bridge. So, when we process and construct that bridge, design and construct the bridge, we have to take into account community input and its nature, its history, which would not allow us to put in something like an Acrow bridge because it is a Federally funded bridge and they require us to follow that procedure. Unfortunately, that invariably ends up with increased costs that go along with it and briefly that is the response to the concern about the Kīlauea Bridge. Mr. Mickens also spoke about the manner in which roads would be done resurfacing. I was glad that he is happy with the process that we are pursuing now, where we are constructing. We are taking into account repairs of roadways before we resurface, where it is warranted. We are looking strongly at lifecycle costs to invest our moneys a little more wisely, so that in the future, roadways will be done and they will last longer when the resurfacing is done. He mentioned the Island Wide Resurfacing that we are currently doing. We are actually, I am going to pull out a number a little out of the air, but about one-third of the way through that project. So, that contract is well underway and moving forward with Grace Pacific. So, that is actually happening as we speak. So, we are glad that that is happening.

I will touch base on what you mentioned, Chair. We have been looking at, as you are aware, when we put out this Island Wide Resurfacing contract that is currently being pursued. It was the first one that the County had put out for some time and the bad news is that no resurfacing contract went out and no resurfacing was happening. But if there is a silver lining to that it is that because we had a larger pot of funds to deal with, we were able to get more "bang for our buck," if you will. Contractors were a lot more interested in proposing on the project. We got better prices. They were also able to justify the cost that was necessary to be incurred to incorporating recycled asphalt into the program. So, having looked at that, we are proposing that we are going to come and do an Island Wide Resurfacing every other year. So, we will appropriate funds every year. But we propose through the contract every other year because it will allow us to have a greater amount of funds available in which to put out on the street to get a better contract and a better "bang for our buck." We have been discussing with the Department of Finance, because the audit was also mentioned. One (1) of the things that came out of audit was that Island Wide Resurfacing should not be in the Capital Improvement Project (CIP). It should be budgeted annually in the R&M, as part of our Operating Budget because it is a repair and maintenance effort and that raises the flag for us that R&M budgets lapse every year, whereas the CIP funds do not. In working with the Department of Finance, since Island Wide Resurfacing funds are Highway Fund budgeted and when they lapse at the end of the year, they would lapse back into the Highway Fund and so because they are lapsing back into the Highway Fund, it would be a matter of, together with the Department of Finance, we would track the lapse of those funds where appropriated and then re-appropriate them together with the new appropriation every other year, if I am making sense there. Then we would be able to keep track of those funds and budget that or actually the work every other year with a greater amount of money and achieve better results. So, that is a brief overview of that strategy we are looking at.

Chair Furfaro: Thank you for that commentary. From the day I was on this Council, I pointed out that a road, an existing road that we resurface is R&M. It is not capital. A capital actually goes to a new road and thereafter, it is Repair & Maintenance. But certainly, please make sure that we are all in concert on the interpretation of that. I do not want to find ourselves in a situation, if we go with your plans, funds lapse and go back into a General Fund. Okay? That is really important that we have a clear understanding of what the Auditors finally told us is the correct procedure for Repair & Maintenance. Now, before we go any further and ask any questions, I will be giving the floor to Councilwoman Yukimura. I have no problem following your schedule this morning.

Mr. Dill: Thank you.

Chair Furfaro: But let this be a note to all other Departments, if you want us to follow a schedule, submit one to the Chair so we can review it because the Chair does not want to be making schedules because they do not exist. Okay? So, please make a note of that Ernie. If there are any Departments that want a sequence that they have setup, be submitted in advance. I believe I have three (3) Councilmembers that have questions, Larry, before we go any further. We will start with Councilwoman Yukimura.

Ms. Yukimura: Thank you, Chair. Good morning. Larry, on the Kīlauea Bridge, I do not believe it was a historic bridge.

Mr. Dill: Oh, okay.

Ms. Yukimura: I think, and I too was, I think, maybe all of us were shocked that it was a twelve million dollar (\$12,000,000) bill. I believe it had something to do with the foundation of the bridge. I also think there was some design flaws, if you will, that were corrected eventually by the Engineering/Design Firm. I do not know what that...I am not sure how much of that twelve million dollars (\$12,000,000) could have been avoided. Just like with the Olohena Bridge, it was something about the foundation that went very deep that had to be – I know with Olohena, whether you do an Acrow bridge on top or anything else, the Acrow Bridges do not answer the structural foundation work.

Mr. Dill: Right.

Ms. Yukimura: I recall that was part of the issue. It would be good to get a synopsis to clarify what decisions were made on that bridge so we are clear that it was the right thing to do and we remember that as we work on other bridges.

Mr. Dill: Okay, I will look into that and we will review that in-house to Public Works to make sure we have an understanding so any mistakes that were made, hopefully we will be able to avoid in the future. I can tell you that at least of the early budgets that we have for the three (3) bridges that I mentioned, are much less than twelve million dollars (\$12,000,000).

Ms. Yukimura: Yes, and I do understand that historic bridges will add, will involve an additional cost in all probability. I think that there was a design mistake that was made. I am not sure that the ultimate bridge was wrongly done, so I am not saying that. But it was a complex issue and bridges are complex and we should really

learn. I remember there was a design flaw and that was arguable whether it was foreseeable or not. But thank you.

Chair Furfaro: Okay, I am going to have to recognize a number of Councilmembers here, Larry. But I want to remind everybody, we are going to follow your agenda now, so do not get too deep into bridges at this point. Mr. Bynum, then Mr. Hooser, and then Mr. Kagawa.

Mr. Bynum: Regarding bridges, I was here for Olohena or actually I watched that happen a week before I was a became a Councilmember and also Kīlauea. Those were Federally funded bridges. I think they are fine. I do not want Acrow Bridges on every bridge that we have and that whole discussion that Olohena only discussed the cost of the bridge, but not the footings and crossing which was the bulk of the cost. I am fine with those bridges. I hope we do not spend a lot of time going back there, done. They are operating, they are good. I am more concerned about future bridges and I am supportive of historic restorations on some of our bridges that have a really well documented historic background and provide character to our community. That is all have I to say about that now.

Chair Furfaro: Mr. Hooser. No? Mr. Kagawa.

Mr. Kagawa: Yes, I would like to echo sort of what Mr. Bynum has said. I would like to focus on the future. I think we have budget discussions going on and if the members would like to talk about past events and what happened, I would welcome a communication and we can put it in my Committee and have the Administration ready with the correct answers. Thank you.

Chair Furfaro: I appreciate that because on those particular items we went to 5:30 in the morning the next day. So, it should be in your Committee in the future. Mr. Rapozo, did you want the floor?

Mr. Rapozo: No, I am good. I want to get to the budget discussion.

Chair Furfaro: Okay. Now to your agenda, Larry. I want to thank you for preparing one. But we seem to be thinking alike. We need an agenda to go through your Department. Let us start with a presentation on Administration and I am going to turn the floor over to Mr. Rapozo. I need to step out and make a phone call, Mr. Rapozo.

Chair Furfaro, the presiding officer, relinquished Chairmanship to Mr. Rapozo.

Mr. Rapozo: Thank you, Mr. Chair. Mr. Dill, good morning.

Mr. Dill: Good morning.

Mr. Rapozo: Go ahead.

Mr. Dill: Thank you. You have our presentation before you. I am going to touch on some of the points in the presentation, take a look at the charts that summarize the budget situation year-over-year, and turn it over for questions.

Mr. Rapozo: I do not want to interrupt. But before you get started, and this is for all the Departments, I know we have a spreadsheet which was provided for actuals. Do you folks have, and again, this goes out to all the Departments, the actuals up-to-date or as-of the most current actual breakdown for this fiscal year? I know Scott just advised me we have Period 6, but that goes to December. But do we have the ability to track the actuals?

Mr. Dill: We do. I do not have that information. I am working on same information that you have. But we do get reports from Finance after the close of the period.

Mr. Rapozo: So, you are working only off of Period 6 as well?

Mr. Dill: Period 6, I am not sure what the most recent one was.

Mr. Rapozo: That would be December. Is it possible to get up-to-date or as-of, the most current actual? I know the reports come out every quarter.

Mr. Dill: That would be a question for Finance, really.

Mr. Rapozo: Okay, that is fine, Larry. We will make that question. Thank you.

Mr. Dill: I would like to verbatim read our mission. The mission of the Department of Public Works is to deliver excellent service to our constituents and support the health and safety of their communities with sustainable services and solutions. Our goals are to seek to support the objectivities of our six (6) Divisions that exist within the Department ensuring manpower, equipment, and materials needs are met adequately in order to meet the overall goals of the Department. We have a goal to implement objectives of Public Works in order to meet the goal of Mayor, including the Holo Holo 2020 Plan. We want to ensure the health, safety, and welfare of the public. We have also been working to implement systems that will serve to reduce complaints and emergencies which will allow us to focus on proactive activities and you will hear more along those things with their respective Divisions when they present.

As I mentioned, Public Works consists of six (6) Divisions. Engineering Division takes care of basically regulatory review, design, and CIP Project Management. Without going into detail on every single one of these, we had an objective in the Engineering Division. We are working on our reorganization of the regulatory review of the subdivision grading and flood to maximize the Division's resources and we are looking at hiring another licensed engineer very shortly, come on board and that will help us to maximize our efforts there. Also, with our Floodplain Management Division, we have a young lady, Maile Aiu, who has been doing a great job for us there and she will shortly be taking over management herself of that effort. So, that will free up some resources to do things elsewhere in the Engineering Division. We want to develop our manpower and training and rebuild the design capabilities of the Division. We have a couple of young engineers or a few young engineers in that Division and bringing in another licensed engineer with a lot of experience will help us to do that. We want to complete the transition to a CIP management software solution. The CIP management actual procurement and definition of the software, Public Works played a leadership role in it and continues to do so. But with our current CIP Manager, that effort really is transitioning over to him. So, we are a strong

support to him in that regard and we look forward to getting that CIP solution on board and implemented.

Complete Streets Resolution, of course you are aware. The Council passed a Complete Streets Resolution. In response to that, the Department of Public works led by Lyle, actually, and also now with our Transportation Planner, that we are working on can closely with, actually that planning funded position is working in our Office. So, we have very close relationship with Planning that has been very fruitful and he has been very productive. He has taken over the lead in developing a Complete Streets Living Manual. That second bullet there shows work with the new Transportation Planner to include Complete Streets, Smart Growth, and form based code concepts in engineering projects. We have also been in support of the Safe Routes to School initiative and you will see later on in our Engineering Division, one (1) of our successes is the recently accomplished and being accomplished Po'ipū Road effort down by Kōloa Elementary School as one (1) of our Safe Routes to School projects. We have been working though, with every elementary school on the island to take a look and assess their needs so that kids walking and bicycling to school can do so in a safe manner. You will see some of those things reflected in our budget as well.

Our Building Division deals with code enforcement, maintenance, and project management. Their primary objective is to ensure code enforcement and that we continue to meet the needs of the public. Part of that code enforcement is the issuance of building permits, you have building permits. You are probably familiar with our ePlan effort. That initiative is one we are very proud of and excited about and it is live right now. We have the ability to receive your plans digitally. You do not have to bring in wads of paper. We do not have to shift wads of paper around the County Agencies and to the State Agencies to get approval. You do not have to wait your turn, right not, to get to Agency to Agency. We are going in parallel so we get your plan in the door digitally and we immediately shoot it out to all the various Agencies. So, we are excited about the opportunities for efficiencies and streamlining that will achieve. I think in April, actually maybe today, sometime this month, we are planning to make the transition. So, we are requiring that all plans that are submitted must be done so digitally. We had a transition period of some months where we allowed people to do it either way and we have been working closely with the architects, consultants, and with the Contractor's Association and pretty soon we are going to be seeing that digitally is the only way you be able to go on your building permits which is a great thing. We are continuing to develop personnel in-house. We are working on the adoption of 2006 Uniform Plumbing Code. Our Building Chief, Doug Haigh, is part of the Statewide Building Code Task Force which is a great thing for the County of Kaua'i. We are looking at consistency throughout the State. There was a lot of disparity in the past about which particular Building Codes each individual County adopts, follows, enforces, and regulates. Getting consistency among the State will streamline the process Statewide. Many contractors deal Statewide on various projects so it will help us all. I touched on the ePlan review system. We do a lot of building maintenance projects. We have been working closely with the Building Maintenance Division to review how those projects are prioritized and addressed. This speaks to our earlier goal about how we want to do a better job of implementing systems that are more proactive in nature with the goal that ultimately we will be able to reduce our emergencies to respond to because we have done a better job of preventative maintenance. So, looking more closely at our Building Division and how those resources in the Maintenance Division are allocated will allow us to do that, then ensuring continued project management of building projects. Our Building Division is a work horse when it comes to doing, especially a lot of vertical construction. This year they have been working on the Kapa'a Base Yard Project, for instance, is managed out of our Building

Division. Of course, this building itself was managed by our Building Division. The Kaiākea Fire Station and we continue to develop those resources.

Our Roads Division, takes care of base yard operations, levees maintenance, bridge and road maintenance, and construction. As you are aware, our levees have a challenge where we fell out of compliance with our Army Corps of Engineers maintenance requirements. We really have made that a priority and thanks to the great efforts on our Roads Division, brought levees back into compliance. Fortunately because those levees are in compliance, you may be aware that the Army Corps of Engineer is funding a project, a totally funded project. It is about a two million dollars (\$2,000,000) project to conduct some repairs on the Hanapēpē levee that incurred during a storm some time ago. It is important to keep those levees in compliance because otherwise those funds would not be available to us. So, it is an excellent work that the Roads Division did and thanks to the funding that is available to them. The Roads Division is looking at a few initiatives in order to improve their preventative maintenance and streamline their activities. We touched earlier on road maintenance issues and they are working hard on implementing software applications that they recently acquired and they are implementing those and populating those. There is a lot of data that goes into those so we contracted with a contractor to go ahead and help us with the assessment of the road, all of our County roads, that we might be able to put those into the software application MicroPaver and then that will help us do a better job of planning and programming our roadways as far as how we schedule them for resurfacing and reconstruction. Objective two, I already talked about levee compliance status. We are identifying a Levee Maintenance Crew within our Roads Division whose primary objective will be the maintenance of levees in Waimea and Hanapēpē on a full-time basis. Also we have created a Bridge and Road Maintenance Crew because we have special maintenance requirements that are associated with bridges, versus roads, versus signage and in order to make that as efficient as possible, we are creating a crew that will be dedicated first and foremost to items associated with the maintenance of all of our County bridges.

Our Automotive Division. Automotive Division, like the Roads Division, is also funded by the Highway Fund. Our maintenance shop, our objective is to ensure they continue to meet the needs of our County Departments. We have just completed a project in the auto shop here in Līhu'e. It was designed in-house and a lot of work was done in-house, where we took a situation, it was we were able to convert basically two (2) bays into three (3) bays and that will allow us to do more work by the addition of an extra day in that Department. We are also looking at, in our Automotive Division, creating a mezzanine for more storage to make the space more efficient. Also, this year, we are going to be implementing our new fuel master system to replace our older gas boy system, which is due for a replacement which will allows us to do a better job in being accountable for our allocation and tracking of fuel that is used by all the County Departments.

Our Solid Waste Division. Solid Waste Division has few very significant tasks. I think the number one task is the development of new landfill. The Environmental Impact Statement (EIS) process for the new landfill is well underway. We have been out to the community, speaking to them, getting their input, and making sure that all of those comments are receive by our consultant and addressed by the Environmental Impact Statement. That landfill will have many needs as far as infrastructure to support it. We are working with the State Agribusiness Development Corporation (ADC), who manages the land on behalf of the State Department of Agriculture to make sure that we continue to move forward on that project. In the meantime, we also want to ensure that we extend the life of Kekaha landfill as appropriate and keep that on task and scheduled for design and closure. We have been here before you, as you are well aware with our plans for a vertical

expansion versus a lateral expansion. While we continue to look at the lateral expansion to keep that on task in the event that is something that is required after the vertical expansion is complete.

Our Wastewater Division manages four (4) wastewater treatment plants on the island and they are associated collection systems and disposal systems. Our significant task in the Division that we will be accomplishing by the end of this fiscal year is the expansion and upgrade of the Waimea Wastewater Treatment Plant. That will allow the community of Waimea to continue to be provided with wastewater services, not only capacity wise because we have greater capacity at the plant, but we also will be upgrading treatment level to an R-1 plant. We have been working with various aspects of the community out there who are very interested, dry side of the island obviously, in being able to use recycled wastewater for irrigation opportunities out there. Upgrading to R-1 by the Department of Health rules and regulations allows us a lot more opportunities. There is a lot more flexibility for the use of R-1 water than R-2 or secondary water that was produced at the plant previously. Objectives are continued project improvement for all treatment plant facilities to meet State Department of Highways (DOH) regulatory requirements. There are various and sundry things happening at the plants that I will let the Division Chief, when they come to the table at their turn to go over for you. So, some of our successes and achievements that we thought we would touch on, there were many actually. But I already touched on the Kōloa crosswalk and the Waimea Wastewater Treatment Plant expansion. Actually, one thing that is not listed here is in looking at our overtime costs we have experienced in the Department of Public Works, we project that by the end of this fiscal year we will be about four hundred eighty thousand dollars (\$480,000) or so better than last year as far as overtime costs. A significant factor in that was as you are also aware, I am sure, that we changed the operating hours at the transfer stations. By doing so, we were able to change the way that we scheduled our employees there with the transfer stations and do so in a much more streamlined manner that would prevent the automatic, "automatic" is not quite the right word, but it had a tendency to generate overtime. My guess was the way that the scheduling was happened before. So, significant scheduling change and we are pleased to see that it has yielded some results. Of course, we still have a lot of challenges in the Department of Public Works. Planning for future improvements and meeting the day-to-day needs and demands of the community. We have a very educated community here and they are well aware of things that need improvement out there and so they are not shy about letting us know about those things, which is good, bringing those to our attention. But continuing to meet those demands and address those as best we can is an ongoing concern. Utilizing funds in the most efficient manner possible while maintaining satisfactory levels of service is always a challenge. In this budget we are being stretched to do as much as we can with the resources that we have, man-power wise, staffing wise, funding wise, and that is why we are talking about things like lifecycle costs more, work order systems that will do more preventative maintenance which will help us to reduce emergencies in future and things like that. Succession planning, many of our folks are reaching retirement age and so we are making sure as best we can to stay ahead of that curve, to bring people in a appropriate and to provide the necessary training to bring those from the lower ranks to take care of things as they move up s their senior partners retire. Maintaining a positive working relationship with our union partners. We deal daily with the United Public Workers (UPW) Union and they work with us to make sure that our employees are taken care of as best we can and that they are doing the jobs within the scopes of those agreements. Related to that we get personnel issues, of course. Expediting the building permit approval process is always a challenge that ePlan, we are very excited about implementing that will address that issue. Improvements we are looking at, the CIP Manager has now taken the lead on the procurement and implementation of the CIP

software that we have been talking about for a little while and with our support, of course. We are excited about getting that on board and I will leave that to him to give you an update on that. We have been working with our employees to get them a clearer understanding of their roles and responsibilities in Public Works. Sometimes those things have not been as well defined as they might have been and that makes for a slowdown in implementation of a lot of measures and by clarifying those things for folks, we have been able to help, we believe, to move things forward on a more timely basis.

Mr. Rapozo: Mr. Dill, Mr. Chair?

Chair Furfaro: Please, I am going in and out because of calls.  
Please continue.

Mr. Rapozo: Okay. Realizing that we will have individual Divisions coming up, I know Mr. Kagawa had a question, I think it was regarding your initial objective. But I would ask that the questions be limited to the Administration and Fiscal part and then we will get into the Division questions as we go through the day.

Mr. Dill: Thank you.

Mr. Rapozo: Mr. Kagawa.

Mr. Kagawa: Thank you, Mr. Chair. I just have two (2) questions on the Administration section. The first one is the Senior Clerk position, position 1850, is that filled? I noticed last year it was an Information Clerk instead and we reduced the salary by about fifteen thousand dollars (\$15,000).

Mr. Dill: That is true. That position has been filled.

Mr. Kagawa: That position has been filled?

Mr. Dill: Yes.

Mr. Kagawa: Is there a reason why we changed the, I guess, description of the job from an Information Clerk to just a Senior Clerk?

Mr. Dill: We felt that for the duties that person was taking care of in the Administration Office, that position description was more appropriate for the position.

Mr. Kagawa: Very good. Second question. We had a savings of about thirty-one thousand dollars (\$31,000), that was one of the biggest savings in your Administrative Division and it came from the other post-employment benefit line. It went from one hundred nine thousand dollars (\$109,000) to seventy-seven thousand dollars (\$77,000). So, it went down about thirty-one thousand dollars (\$31,000). Is there a reason why that went down?

Mr. Dill: I think you will see consistently throughout the budget that line item is reducing. I am going ask the Department of Finance, I think, when they come forward to speak to that particular issue because that is a County-wide issue.

Mr. Kagawa: Okay, if it went County-wide, then we can get that answer later. Thank you, I am done. *Mahalo.*

Mr. Rapozo: Councilmember Yukimura.

Ms. Yukimura: Thank you. Larry, thank you for your presentation. I want to commend you for your leadership. I think your report shows there have been many improvements in the various Divisions and they are systemic improvements in the examination of overtime, in the training of your employees in the reorganization to do better work. I thank you for that and you seem very knowledgeable about the different things that have been occurring in your Department. I have a question about your goals. I see where your third goal is to ensure health, safety, and welfare of the public. I just wondered about whether the issue of the safety of the employees is a focus that needs to be highlighted more because my understanding was, for a long time we did not even have safety programs and I do not know how much we even do now. But I know that for many corporations, that is a key focus because it costs so much for an employee, for a corporation if an employee gets hurt or harmed, both in terms of liability as well as in terms of downtime and so forth. I just wondered, maybe it is already ongoing because I see some other things that you do not really put into your goals or objectives, but is actually happening and so I just wondered about that.

Mr. Dill: Thank you. Good question. With the new Human Resources Department, one of the things they have affected is online Safety Training Program for employees so that is ongoing County-wide. I can tell you also specifically the Waste Water Division is in the process of putting together a safety program specific to the Waste Water Division. They have a lot of unique safety issues. Our Roads Division also does training of its employees because they spend a lot of time on the roads so they have training programs specific to their needs as well. We do not have a Department of Public Works-wide safety program, it is dedicated to the Department of Public Works as a Department. But we have those various pieces. So, thank you though, that is an excellent comment. We will look into that.

Ms. Yukimura: I do not know if you need, in format, a Public Works Safety Program. It may be something that Human Resources (HR) now helps you with and obviously they are doing different pieces of it. But I am actually concerned about a safety program in Solid Waste with our transfer stations and also the collections and as we look at some of the liability issues that the Council has to deal with in cases and law suits. That seems to be an area of need and concern. Your part on building permits, and congratulations on the ePlan review system because I think that is a big step forward. I am not clear though, will this actually address the issues the building permit processing efficiency and speed?

Mr. Rapozo: Councilmember Yukimura, we can do that when we get to Buildings. Stick to Administration and Fiscal for right now.

Ms. Yukimura: Well, I am looking at the overall presentation and if it gets too...I mean, like the safety issue, is an issue, I think...

Mr. Rapozo: I let you go. But I am just saying let us keep to Administration and Fiscal. We have a schedule and we will get to Buildings when Mr. Haigh is here and address those questions with the appropriate Department Heads.

Ms. Yukimura: Alright. On your objective two under Building Division, the "WO" is work order assignments? Is that what it stands for?

Mr. Dill: That is correct.

Ms. Yukimura: In terms of your objectives in all Departments, in most of the Departments the objectives are the same as last year. So, I cannot tell whether and how much has been achieved. I will say in our Automotive Division, that is brand new and even your records are excellent. In Building Division the adopt 2006 Uniform Plumbing Code is clearly a new objective. Last year it was the Building Code and you achieved that apparently. I guess, it may be a difference in understanding how objectives are worded. But my understanding is there are specific deadlines or points of achievement and if those could be identified, it would really help us and probably you folks too because I think, as you noted, your successes and achievements do not reflect all of your accomplishments.

Mr. Dill: Well, true. You will see a lot more detail as we get to the various Divisions. To some degree the objectives remain the same each year what we are trying to, what our objectives are to accomplish in each Division. We struggled with that sort of part of the presentation, with not just repeating everything that is going to be said in the various Divisions.

Ms. Yukimura: Well, I think it is certainly up to you how you do them. But my understanding of the usefulness of objectives is when they layout specific deadlines then you know when they have been accomplished and not. I am particularly disturbed about Solid Waste and Roads because implement the packaged maintenance software to include cataloging of infrastructure and work order status system, complete the implementation of MicroPaver for a preservation program, ensure that proper manpower and equipment is available to complete work tasks. Those are exactly what you said last year and I have no idea what you were really intending to accomplish over this last year and whether you have. We will get into this under Solid Waste Division, but I am amazed that there is no zero (0) waste objective or goal.

Mr. Rapozo: Councilmember Yukimura, please allow us to go through the schedule.

Ms. Yukimura: And I am just highlighting what we are looking for.

Mr. Rapozo: I understand and you will have an opportunity. We only have until 4:30 p.m. and we will have an opportunity when we get to Solid Waste and Roads and all the rest. I hate to be the bad guy, but others have questions regarding Administration and Fiscal. I would appreciate if you could honor the schedule and stick to Administration. I know what you are doing. I know your concerns. But others have questions as well.

Ms. Yukimura: Well, I am looking at the Administration's report of goals and objectives and I am addressing them right now. I am not going into detail.

Mr. Rapozo: You are.

Ms. Yukimura: I am just announcing that – well I am hoping that they will have it in their presentation. But I am saying that it is missing.

Mr. Rapozo: Have you read the presentation?

Ms. Yukimura: Yes, I read everything.

Mr. Rapozo: Then you would see that in every Division there are successes and there are challenges, in every single Division.

Ms. Yukimura: There is no goal that I have seen of their zero (0) waste.

Mr. Rapozo: Then you can ask them when they come up.

Ms. Yukimura: I am just announcing that that is what I will expecting.

Mr. Rapozo: I think they already know that. Do you have any other questions on Administration and Fiscal? If not, Mr. Bynum.

Mr. Bynum: I just have a few questions cross Division and more appropriately answered by you folks. First of all, how would you characterize our relationship with the Union, particularly UPW, right now?

Mr. Rapozo: Be honest.

Mr. Dill: How would I characterize it? I think we have a good relationship with the Union. There is room for improvement. We do not always agree on things. I think that when we do not agree though, both sides show an effort to work to reach solutions.

Mr. Bynum: Are there regular meetings between someone in Administration and the Union?

Mr. Dill: We do not have any regularly scheduled meetings, but there are frequent communications.

Mr. Bynum: Our negotiations particularly related to automated recycling, our Union negotiations, have they been an obstacle to proceeding? I mean, do you have everything lined up except the Union or are we trying to be ahead of the game there?

Mr. Dill: Well, I would not characterize it as an “obstacle.” It is something, one of the listed on the things to do, to get done in order to implement automated. We have to get Council approval for purchasing the trucks and that is one of the things on the list of things to do. We have to negotiate a revised agreement with the Union, as one of the list of things to do.

Mr. Bynum: Well, I will go into more depth when the Department comes up. Regarding the CIP Manager, is he still housed in Public Works?

Mr. Dill: He is budgeted out the Mayor's Office, but he is physically located in the Public Works Administration Office.

Mr. Bynum: Right so, real good interchange because CIP Manager is a Mayor's Office of position, right?

Mr. Dill: Yes.

Mr. Bynum: And deals with all CIP projects. But a bulk of which are probably in Public Works. So, that relationship is developing well?

Mr. Dill: Yes, very productive relationship.

Mr. Bynum: Great. Something that has come up several times and I just want to plant a seed because I think it is a good idea and it crosses and it has become really cheap. About five (5) years ago there was an initiative from Public Works to do Global Positioning System (GPS) tracking of vehicles, like real time. Actually, I think five (5) years ago it was data would be collected by the vehicle when it drove back to the base yard, you would collect that data so you would know how many miles were put on that day. But the technology has expanded so rapidly and the cost has come down so dramatically to be able to track vehicles in the field real time is cheap. I would really encourage you to look into that. Is there initiative happening with that?

Mr. Dill: Not with this budget, no. But we are, it is one of the things on our radar, if you will, because the implementation of fuel master, that might be the next possible step in that direction to be explored.

Mr. Bynum: Well, it dramatically improves safety for workers. You know where they are, you can get a hold of them, it also increases accountable and decreases fraud. I would really encourage you to do that. I will just to reiterate this letter that I am going to ask for a status when roads come up about the bridges that are already out because I think a key decision was what type of design. Are we going to go modern design or do something context sensitive? I do not know where those are at. I will save that question. The wastewater in Waimea, the R-1 that is a commodity. It has potential revenue, is that correct?

Mr. Dill: Yes.

Mr. Bynum: Thank you.

Mr. Rapozo: Thank you, Mr. Bynum. Councilmember Hooser.

Mr. Hooser: Yes, thank you, Chair. Just a couple of questions. You mentioned the four hundred thousand dollars (\$400,000) overtime anticipated savings. I think that is great. Congratulations on that. Do those funds lapse basically or what happens with those funds?

Mr. Dill: It depends on what funds. Some of those are Highway Funds so they would lapse back into the Highway Fund and if they are General Fund they would lapse back into the General Fund.

Mr. Hooser: So, you are not using those for anticipated savings for other expenses in this year?

Mr. Dill: No, we are not.

Mr. Hooser: Except for the dollar funded positions, how many positions do you have in the Department?

Mr. Dill: Roughly three hundred twenty (320).

Mr. Hooser: Three hundred twenty (320), roughly. So, roughly three hundred twenty (320) positions and at the present time, approximately how many of those positions are vacant, funded but vacant?

LYLE TABATA, Deputy County Engineer: We have a number in transition.

Mr. Dill: Well, we will get a number to you this morning.

Mr. Hooser: That would be an important number and how long they have been vacant? Is it more than ten (10), just to give me some kind of a general feeling?

Mr. Dill: I will get that number to you this morning.

Mr. Hooser: So, the number of vacant funded positions and if possible, some idea how long they have been vacant. A question that extends across all areas, it may be mostly Highways. But I suspect it is yours also. I have not seen any budget items for pesticide or herbicides purchase in the budget. Is there a line item for that anywhere?

Mr. Dill: I do not think there is a specific line item. It will just come under supplies, I believe. But that would be under Highways. Please ask that question, if you would, during that and they may have a much more specific answer for you.

Mr. Hooser: They are not using any wastewater or other things like that? No? Okay, because I had asked the question to you and I hate to ask the question to Wastewater that I asked to you in writing. I made a request in February and in March on pesticide use and have not gotten an answer on that yet.

Mr. Dill: Ye, we have received some of the responses. I apologize. I am still gathering some of the responses from the other Divisions.

Mr. Hooser: Okay. So, the communications that I sent to you on that...

Mr. Dill: I believe – I am sorry. I believe the only Division in Public Works that uses pesticides or herbicides, I should say, is our Roads Division.

Mr. Hooser: Okay.

Mr. Dill: A small caveat on that, chlorine gas is classified by the Department of Agriculture, as restricted use pesticide. So, I am excluding that for another speaking on that.

Mr. Hooser: So, that answer will be forthcoming to my communication?

Mr. Dill: Yes.

Mr. Hooser: In a week or so or a day?

Mr. Dill: You should have it in a week.

Mr. Hooser: A week. Okay, thank you. Thank you, Chair.

Mr. Rapozo: Thank you. Mr. Hooser, I made a copy. I have a list of vacant positions from all Departments. But it is only up to December of 2012. But it gives you an idea. I have asked staff to make copies for everyone.

Mr. Hooser: Thank you. Thank you, Chair.

Chair Furfaro: Just a note on that, the next report is due the first week of April, the quarterly report.

Mr. Tabata: For personnel, we are in the process of transition especially in the Roads Division. As Larry mentioned, we created the Levee Crew and the Bridge Maintenance Crew. So, when we started in July with the present fiscal year, you started at a level, we created a crew. We are moving people around so it kind of cascades down. We have a fair amount of vacancies in the Roads Division that are just pretty much shifting around and we leave some open so that as they transition, they can be filled with people who apply for those positions. It is a moving target right now and I think we can get more detail from Crystal. But I imagine, because I have been tracking them, we have about eight (8) positions right now in transition, in one state or another of being filled.

Mr. Rapozo: I would say when Roads comes up, have some explanation and maybe even if it is a ballpark figure. I think Mr. Hooser's questions are valid and I think the funded vacant positions are a concern.

Mr. Hooser: Just a quick follow-up because it is Department-wide. So, at any point in time there is an average length of time they are vacant and that is the kind of information I am looking for. Thank you.

Mr. Rapozo: Councilmember Nakamura.

Ms. Nakamura: Thank you. Good morning and thank you very much for your presentation. I personally appreciate some of the systems changes that you are both implementing, both on changing the hours to reduce overtime and creating new crews for very specific tasks that are specialized. I think that is great for the County that, you are using our manpower wisely. Thank you for your efforts. I have some questions, big picture questions, and I will save my details for later. But one (1) of the questions we asked last year was to look at the overtime issue. We received a response, this is dated May 4, 2012, looking at the overtime over time report. It is a detailed for the whole

Department. At that time, I do not know if I am reading this correctly. But the final total overtime, this is for the Fiscal Year 2011 to 2012 because I think that was the complete year as of last year. So, that was eight hundred ninety-six thousand dollars (\$896,000). Now if you have reduced it by half, approximately half for the transfer station issue, the question is, is this report accurate and is the remaining overtime approximately four hundred thousand dollars (\$400,000) to five hundred thousand dollars (\$500,000) in the Department?

Mr. Dill: I want to make sure that I understand the question correctly.

Ms. Nakamura: Yes.

Mr. Dill: You want to know what our total projected overtime will be for the fiscal year? Is that another way to put that?

Ms. Nakamura: I guess that is the question. Yes, that is the question.

Mr. Dill: We will find that answer for you

Ms. Nakamura: Thank you. I am just looking at the previous year overtime and what you said the saving was so given the past practice, what the projected overtime is?

Mr. Dill: I might add to that.

Ms. Nakamura: Sure.

Mr. Dill: One very specific thing, as I mentioned and you acknowledged, was the change of the scheduling of the employees at transfer stations. But we have been looking at Department wide at overtime and how it is incurred, how it is approved, how is it recorded, etcetera and just generally speaking, without being able to saying that we did this, we have generally been looking at overtime and making sure that we only incur overtime for justified reasons. We have generally been encouraging our Division Heads and their Managers and their Supervisors to keep a closer eye on overtime and doing what we can to limit that.

Ms. Nakamura: I think we acknowledged that your Department handles all emergencies, any hour of the day, so there is going to be some overtime. The question is the extent of that and how much we are projecting for this year?

Mr. Dill: That is true and it is also likely a reflection of how many emergencies we incur in any given year.

Mr. Rapozo: Mr. Chair.

Chair Furfaro: Mr. Dill, from the last flood we had, we had some discussion that in controlling overtime, you would specifically identify overtime given to emergencies?

Mr. Dill: Yes.

Chair Furfaro: Are you doing that in your Department, so if I look at eight hundred ninety-six thousand dollars (\$896,000) and you cut it in half and what was left, how much of that responded to emergencies, flooding and roads? Do you have that somewhere?

Mr. Dill: We do that certainly for things like Federal Emergency Management Agency (FEMA) related responses because obviously those are dollars that qualify for FEMA reimbursement.

Chair Furfaro: But my point is regardless of if shows up for reimbursement from an accounting standpoint, the actual incurred emergency overtime still shows up on your departmental records. The salvage credit for getting reimbursed shows up somewhere else.

Mr. Dill: Right.

Chair Furfaro: But I thought we had that discussion about being able to track how many how much of that overtime was related to emergency responses?

Mr. Dill: We keep track of any overtime that is incurred and the reason why, I will put it that way. In classifying something as an emergency does not happen unless there is a declaration of some kind. So, if there is a big storm over the weekend but is it not "an emergency" as defined by FEMA or Civil Defense, we tract the fact that we have been up because there was storm, we had to clear a road.

Chair Furfaro: Right. But you would reconcile that expense in the invoices that are reimbursable from FEMA?

Mr. Dill: Oh, yes.

Chair Furfaro: Therefore, that number has to occur somewhere.

Mr. Dill: If there is a declared emergency, yes, absolutely.

Ms. Nakamura: Could you check into that for us?

Mr. Dill: Yes.

Chair Furfaro: Thank you, Nadine. Thank you, Mr. Rapozo

Mr. Rapozo: Councilmember Nakamura.

Ms. Nakamura: The other issue has to do with the challenges that you described in your report relating to succession planning. One of the concerns that we see sometimes is that a certain report cannot be completed because nobody was not trained to do it. For example, the building permit update, we waited for six (6) months because someone had to be trained or when roads do not get done because the person retired and it falls through the cracks. I think this is such an important place that we need to make sure we have resources for and when I am looking through your Department's budget through the various divisions, I see very little training in there. All I can add up is one thousand dollars (\$1,000) under Administration and four thousand dollars (\$4,000) under building inspections. But nothing for Engineering, nothing for building repairs and

janitorial. It is of concern because you are pointing it out as a major challenge. I guess, the other part I see is a gap, is really the mid-management training within Public Works. So, I wanted to just get your thoughts on that.

Mr. Dill: I concur with those challenges, certainly exist. A lot of the succession training that occurs, you will not see show up as a training line item because it is in-house training. I think you see the budgeted training numbers for external training resources that occur. When our Public Works Fiscal Officer retires, he plans in advance for that by training the current gentleman you see sitting in the chambers today. But that happens on a day to day basis.

Ms. Nakamura: Do you have resources in order to make that training happen? Do you have to pay that person in the interim while he or she is being trained or does it just happen informally?

Mr. Dill: In this particular situation it happened informally because both employees were already working together in that Division and I guess that is most of the succession training we are talking about. People are already in place. Somebody retires, somebody has to move up to fill that position and so that training would not necessarily show up as an extra budgeted item.

Ms. Nakamura: What about training for mid-managers? People who have kind of come up through the ranks, have the expertise and knowledge of the Division, but do not necessarily have the management skills to lead?

Mr. Tabata: We have a record in Public Works of all of the trainings that have occurred over the many years previous to Larry and I coming on board. There has been an extensive amounts of training utilizing Kaua'i Community College for various levels of management. We rely on that and we have been looking into additional training. I work with, now HR, to look at the needs and do an assessment and make determinations. But at this time, as HR is reorganizing, we are communicating with them and I think they are taking inventory of our needs and will develop programs for us.

Ms. Nakamura: Is that in your budget or HR's budget?

Mr. Tabata: Right now we are still identifying needs, so we have not really sat down together with HR to create a budget, so to speak.

Mr. Dill: Part of the training, I mentioned earlier, that includes safety training, they call it E-solutions Online Training. There are a lot of management features in that training that occurs as well. That comes out of HR so that would be part of their budget.

Mr. Tabata: In some of the other areas, for skilled requirements for journeymen in Building Division or Automotive. What we have done was we, in anticipation of a vacancy, once we know of someone filing for retirement, we have used vacant positions to double man for the short period of time. So, that is a method of using the system and getting training done before an incumbent is to retire. At that level we have been using that method.

Ms. Nakamura: This is my final question. I think Councilmember Yukimura touched on this and that is your objectives and your initiatives

as outlined in your plan here. What is not clear is sort of the timeframe for completing your initiatives and I am thinking your objectives are really goals and your initiatives are objectives. But the objectives are not, objectives need to be quantifiable. So, what is the task, by when? That way, when somebody is looking at it, they can see whether or not it was actually accomplished? I think, unless you are saying these are all going to be done this year and I think that might be unrealistic. That is why, I think, as the way you have written it, your initiatives, it would be helpful if you could go through those and say by what, by when and if it is broken down into shorter tasks within this year, these are many of the subcomponents of the initiatives that could be done or you plan to get done. But otherwise, it may reappear again and we do not have a sense of what was actually done. So, that is what I would like to recommend.

Mr. Rapozo:

Mr. Bynum then Ms. Yukimura.

Mr. Bynum: Just real briefly, I just want to tell you how pleased I am with Public Works the last couple of years. I also want to recognize Clint Saiki, who retired this year, who, I think, did an excellent job for the County and wish Larry the best of luck picking that up.

Mr. Dill:

James.

Mr. Bynum: James, I am sorry. I just clarified his name is James and then I said Larry. James, good luck, you have tough shoes to follow. Also Mari Chan, who is a good to person to get information, is always responsive. Thank you. Then Lyle, who has become our Complete Streets Specialist, very much appreciative of the leadership I have seen over the last year. Thank you.

Mr. Rapozo:

Councilmember Yukimura.

Mr. Dill: Thank you. Yes, I do want to acknowledge Lyle as part of the leadership team.

Mr. Dill:

Absolutely.

Ms. Yukimura: And as someone who has really taken a lot of initiative on a lot of key and future issues, I mean issues that will make such an impact on the future. I concur with Councilmember Nakamura about the need for middle management training and I wondered with respect to our base yards and our transfer station management, what kind of training people get when they get to those management levels?

Mr. Dill: If I can defer those to the Divisions, we will address it at that time.

Ms. Yukimura: Alright. Then on your Public Works Administration Budget, there is a sixty-four percent (64%) increase over actual expenditures in 2012 in your collective bargaining line item, which shows actually major increase from 2010 and I just wondered what those issues are, that are causing this large increase? It shows going from six thousand dollars (\$6,000) in 2010 to eighteen thousand dollars (\$18,000) in 2014.

Mr. Tabata: That is our line item for safety equipment for our people and with the heavy turnover that we have been experiencing, every new employee we have to re-outfit them. So, we have been having a lot of turnover and that line item is a lot of our initial safety equipment that comes out of Administration.

Ms. Yukimura: Well, that is an area you do not want to mince on, but this is for the employees in your Administration Division?

Mr. Tabata: Everybody in General Fund.

Ms. Yukimura: So, it is everybody in Public Works?

Mr. Tabata: James will come up.

Mr. Rapozo: You can have a seat. Just state your name.

JAMES MATSUSHIGE, Budget/Fiscal Specialist: As far as the collective bargaining, that account in the Administration is for the whole General Fund.

Ms. Yukimura: For all the employees in Public Works that are covered by the General Fund?

Mr. Matsushige: Yes, and it includes drug testing, which, I think, we stepped up and also preventative, in the recent years we have done for hepatitis shots and that is a very expensive process that requires flu shots.

Ms. Yukimura: Thank you for that explanation but stay there because I presume that your premiere pay line item, which shows a twelve thousand percent (12,000%) increase. It is not a big dollar amount, but it is a major proportionate increase that is the same thing, it is for premium pay?

Mr. Matsushige: Yes. Probably in the past maybe nobody claimed and I guess you are looking at 2011.

Ms. Yukimura: Well, the increases that our staff measured were the Fiscal Year 2014 over the actuals of 2012. So, it went from ten dollars (\$10) to one thousand two hundred dollars (\$1,200.00).

Mr. Matsushige: It is more on a guess on anticipation. We do not know if anybody is going to claim overtime.

Ms. Yukimura: Wait, wait, that is premium pay?

Mr. Matsushige: Sorry, for temporary assignments are more.

Ms. Yukimura: That is what premium pay stands for.

Mr. Matsushige: Temporary assignments, nightshift differential.  
That is the two major ones.

Ms. Yukimura: Thank you for that explanation. Thank you, that is it.

Mr. Rapozo: Thank you, Councilmember Yukimura. Any other questions? You have a question, Larry?

Mr. Dill: No, I have an answer for Councilmember Hooser actually on his question about vacant funded positions. We have currently eleven (11) in our Highway Division, two (2) in Solid Waste...

Mr. Rapozo: Hang on Larry. In fact, can somebody get Mr. Hooser? Go ahead.

Mr. Dill: Eleven (11) in Highways, two (2) in Solid Waste, and two (2) in Wastewater.

Mr. Rapozo: So, fifteen (15) vacant funded positions?

Mr. Dill: Correct. As Lyle was touching on earlier, we recently completed a rework. We were working with the Union on our Roads Division which helps us to establish these levees crews, bridge maintenance crews, and we were holding off on some hiring until that reorganization was complete. So, those are in the works now, many of those positions.

Mr. Rapozo: Like I said, when Roads come up, they can better inform the Council of the plan and why the necessity to have and maintain those vacant positions. Any other questions? I have one question. The difference between Fiscal Year 2014 and Fiscal Year 2012. I am only using 2012 because that is the complete year, it was in salaries in Administration that was forty-five percent (45%). Do you know was that the movement of employee for HR, was that the reason for that jump?

Mr. Dill: Yes.

Mr. Rapozo: Well, jump downwards. Then the other question, that we will be sending over is, I want to see a breakdown of overtime, actuals versus budget, and breakdown by Division though. So, each Division, if we could get the overtime as close to the current dates as possible. I know I had mentioned that earlier.

Mr. Dill: Fiscal Year 2013 year-to-date, you are looking for?

Mr. Rapozo: Correct. I am more interested in actuals by Division. Then the other question, as far as the training, I know Lyle, you mentioned the Kaua'i Community College (KCC) participates. I am kind of interested in how much we take advantage of. Do you have it?

Mr. Dill: No, he does not.

Mr. Rapozo: Okay. Basically on the succession training or training Department-wide, how much have we used KCC and how many of employees have actually gone through KCC training, if we can get a record for that and that is obviously not for now. But that will go over as a question, unless you have it. It looked like you were ready to answer, Lyle.

Mr. Tabata: I can say that more than ninety percent (90%) of our employees have gone to some sort of training through KCC right now.

Mr. Rapozo: Thank you.

Mr. Tabata: Yes. We have only, I think, a couple of new managers. But previous to that, because I have been tracking this, every other employee has.

Mr. Rapozo: This is management training?

Mr. Tabata: Right.

Mr. Rapozo: Okay, good, thank you. Any other questions? Mr. Hooser, while you were gone, eleven (11) vacant positions in Highways, two (2) in Solid Waste, and two (2) in Wastewater. Okay, Larry, if you want to proceed. I noticed that you had some charts. I do not know if you have a PowerPoint for these charts for your budget.

Mr. Dill: No.

Mr. Rapozo: Unless there is a desire to have Mr. Dill go through these charts, I would suggest we move on to Engineering.

Ms. Yukimura: I have a question.

Mr. Rapozo: Go ahead, Councilmember Yukimura.

Ms. Yukimura: It is more on your format. But I just wondered why you changed colors as to the Operating Budget between 2014 and 2013, when you were talking about the segments, and this is true throughout the Public Works Divisions.

Mr. Dill: I was not in charge of the colors this year. It is a good point.

Ms. Yukimura: But you are trying to show comparisons and using different colors, it just did not make sense.

Mr. Dill: Right, my apologies for that and that is a good point.

Ms. Yukimura: If you change that for next year, it would be I think, it would help you achieve your goals of having the two (2) different charts. Thank you.

Mr. Rapozo: Mr. Dill, if you want to proceed with Engineering. It is 10:30, Engineering was scheduled for 9:15. So, we are about an hour and fifteen minutes behind. It is safe to assume you folks will be coming back on a call-back day.

WALLACE KUDO, Chief of Engineering: I will go over our mission statement. The Mission of the Engineering Division is the protection of the public's health, safety, property, and the environment through proper planning, development maintenance,

and operation of the County's infrastructure and Administration of sediment, and erosion control measures, storm water runoff systems, driveway approaches, and land use Codes and Ordinances. Our goals and objectives, number one (1) is the protection of public health and safety by planning and developing safe and cost effective roadway and drainage systems. Number two (2) is the protection of the public safety in assurance of high quality of life by administering and enforcing subdivision grading, Drainage Ordinances, and regulations, protection of the public safety in invest through effective project development, improving the efficiencies of maintenance of County facilities, roadways and drainage systems. Fourth is the improved management and delivery of CIP, five (5) is to pursue the successful completion of ongoing projects as assigned. We have a project called the Puhi Road (UTW) Ultra Thin Whitetopping and we are planning to complete the design in-house. Going back, we are trying to retain consulting services for design and we will be managing that project. Another project is the Hanapēpē Bridge and pedestrian repair/construction.

Our success and achievements, we prepared the consulting services for repair and rehabilitating the following bridges: 'Ōpaeka'a Bridge, we issued the Notice to Proceed on October 3, 2011 and the contract time is six hundred thirty (630) calendar days with completion date of June 23, 2013. Secondly is the Pu'u'ōpae Bridge, we issued Notice to Proceed on October 3, 2011, contract time, again, is six hundred thirty (630) calendar days with completion date of June 23, 2013. Thirdly the Kapahi Bridge is another bridge project. We also issued Notice to Proceed on October 3, 2011 and contract time is the same, six hundred thirty (630) calendar days, with completion date of June 23, 2013. Another bridge project that we have is the Hanapēpē Bridge and Pedestrian Bridge. It is a federal aid project, which is placed on the Statewide Transportation Program (STIP). It is eighty percent (80%) Federal match with twenty percent (20%) County match. We have procured the consulting design services for Lae Road, guardrail. This is ongoing, we are presently going through a contract negotiation process with a design consultant. Another roadway project is the Kōloa Road Guardrail Improvements and this is a with federal aid project with ninety percent (90%) Federal match and ten percent (10%) County match. Currently we are procuring consulting services for Hanapēpē Road Resurfacing and this would include complete streets. Thirdly, the next item down the list, we completed the National Environmental Policy Act (NEPA) for Chapter 343 Environmental Assessment for the Northerly Leg of the Western ByPass Road. We gained permit approvals for, and pursuing protective for 'Aliomanu Road. We are process the consulting design services for repair and stabilization of Kanaele Road. We are also doing consulting services for feasibility analysis of the Līhu'e-Hanamā'ulu Mauka bypass road. We are processing repair work for the Kamalu Road Bridge. It is also a Federal Highway project with eighty percent (80%) Federal match and twenty percent (20%) County match. We are currently procuring consulting design services for Pu'u Road improvements which will entail providing guardrails for Puhi Road. We completed a United States Army Corps of Engineers (USACE) study of Konohiki Stream and adjacent watersheds to update the Kapa'a Town floodplain and concerns of Twin Reservoirs. We also completed a preliminary re-certification study of Hanapēpē and Waimea levees by the United States Army Corps of Engineers. We completed the biennial inspection of the County twenty-three (23) Federal aid bridges and we are pursuing the next cycle biennial bridge inspection. We are currently working with the United States Army Corps of Engineers for the repairs to Hanapēpē Levee Toe and construction is to be initiated in April of 2013. The completed in-house design of the structural improvement of the Automotive Shop Building. We pursued Phase 2 design of the renovation of the Pīkoi Building. We initiated in-house design of the Hanapēpē Parking Lot. We also pursued the consultant design services for the Driver's License Transactions Screen area. We completed in-house design of structural improvements to the Resource Recycling Center roof. We also assisted the Solid Waste

Division with their various traffic volume studies for the Līhu'e Refuse Transfer Station and space studies for the Kekaha Resource Recycling Center. We have also completed the Kōke'e Road resurfacing which is a Federal Aid Project. It is eighty percent (80%) Federal match with twenty percent (20%) County match.

We have challenges in the Engineering Division and I will go through our section like the surveying, drafting, and documentation. We are trying to update the drafting capabilities to support the Division. We have regulatory compliance. We are transferring the subdivision review responsibility to the Regulatory Compliance Section and we are trying to get additional staff to meet work load requirements. On a project management level, we are trying to get additional staff to manage projects while maintaining daily core responsibilities of the Division and development of formal standard operating procedures for project management for Federal aid and non-Federal aid projects consistent with the Hawai'i Department of Transportation (HDOT) and Federal Highway standards as applicable.

Improvements, we completed training and acquired necessary equipment as participating agency in the ePlan building permit review process. We have attended training workshop on Federal 106 process regarding historic preservation, aid in processing of projects funded with Federal Highways Administration moneys. We have upcoming initiatives, we are preparing and planning to adopt the Complete Streets Manual. We have gone through the Los Angeles (LA) County Complete Streets Manual, where we are trying to take some of their standards and apply it to Kaua'i County standards or what is that we can be using to apply to our County standards. We are trying to re-program our Federal Highway STIP projects to incorporate complete streets into their projects and we are also implementing Safe Routes to Schools programs. That is it, if you have any questions?

Mr. Rapozo: Thank you, sir. Councilmember Kagawa, and then Yukimura, and then Bynum.

Mr. Kagawa: Thank you, Wally, for the presentation. Your Division is responsible for the flood management of Building Permits?

Mr. Kudo: That is correct.

Mr. Kagawa: Would you say that it has gotten a lot more challenging, stricter, maybe FEMA guidelines, in the recent years which are maybe causing some delays and problems.

Mr. Kudo: I do not think it got stricter or more regulations. It is just that we have new staff.

Mr. Kagawa: Well, I know that Larry. In your presentation kind of touched really quickly about, you named Maile taking over the federal flood management.

Mr. Kudo: Maile is a certified Floodplain Manager. I think they are capable of regulating the County's role in participating in the National Flood Insurance Program.

Mr. Kagawa: Thank you. So, we used to handle that or is Winn moving to another?

Mr. Kudo: Winn will be assigned to project management and she will be, with all the projects that are coming on board, I guess, she can do some management. She is a licensed Professional Engineer, as well as a licensed Surveyor.

Mr. Dill: If I may, I will speak to some of the succession planning that Winn has been grooming Maile to take over the Floodplain Management Program for some time now. As Wally mentioned, Maile has gotten her certification as certified Floodplain Manager. As he mentions in some of his challenges, we need help to manage some of the projects because Wally has a long list of projects to manage. I also mentioned earlier that we are going to be bringing on board, hopefully within a month, a licensed experienced Professional Engineer. So, the combination of those things, we showed the succession planning with Maile taking over. We are going to get some help from Winn with running the projects and then the new Engineer coming on board to mentor everybody on that side.

Mr. Kagawa: I think what you just mentioned is great. We are going to basically utilize Winn's talents to help us accomplish all of these projects that we have. I am just kind of worried that a lot of our residents and businesses, a lot of their properties lay in the flood zone. In the past it was not as strict and they did not have to spend much money to get the engineers and architects to design their houses to, I guess, comply with the flood zones. Councilmembers are all receiving a lot of, I do not want to say complaints, but about the delays. It seems that the engineering companies do not even understand sometimes some of the things that we are telling them they need to do in order to comply. I guess we are kind of caught in the painful position of how do we help, but still comply? I do not know if you have feedback on how to help our residents and our commercial building permits.

Mr. Kudo: I guess lands get very limited and the areas that can be built are probably in the floodplain area. So, when you are building in the floodplain, it becomes more restrictive. You have to elevate your lowest floor and you have to have your plans stamped by our Structural Engineer. If you are in the floodway, it entails more of a detailed analysis of the floodway encroachments.

Mr. Kagawa: Thank you. I just wanted to relay my concerns. I know it is a tough, tough thing to handle. But I just wished there was an easier way. But I know maybe, some things we just do not have easier ways. My last question, because I did not notice it, I have two (2) more questions. Where is that Hanapēpē parking lot? I see Hanapēpē parking lot but it does not...

Mr. Kudo: It is off Hanapēpē Road. I would say between Kō Lane and Pa Lane or someplace around there.

Mr. Kagawa: Is it in the town?

Mr. Kudo: It is close to the swinging bridge.

Mr. Kagawa: Close to the swinging bridge?

Mr. Kudo: Yes.

Mr. Kagawa: So, that parking lot is to service Hanapēpē Town, the business area?

Mr. Tabata: Yes, it is the response to the community's request and Councilmember Yukimura made a request to us a year and a half ago. We got it program, it is designed, and now we are going to be implementing the construction.

Mr. Kagawa: Well, terrific. I know that was one (1) of Councilmember Bynum's suggestions. We have to try to revitalize the town. It used to be the most happening place, Hanapēpē Town, and if we can get the businesses to stir up in there again, I think it might be great.

Mr. Tabata: Yes, it is across several of those art galleries and just about, I would say the first third of driving into the town from East Side.

Mr. Kagawa: Terrific.

Mr. Tabata: It is a taken lot right now, where that pickup truck with the plants is inside.

Mr. Kagawa: How many spots will be in that lot, approximately?

Mr. Tabata: I think it was twenty-four (24).

Mr. Kagawa: Okay. Last question. I do not see it in the budget or in your description. I am talking about the Lāwa'i Bypass Road that Kukui'ula I guess, helped to build and it connects Lāwa'i Road to Kukui'ula. There was some drain issues that were brought up to us and it came from Russell Abreu and members of his church. They are worried about – they had a big flood that happened from one (1) day of hard rain and they said the water was gushing over the cement crossing. There is a culvert, I would say about two (2) feet wide and I guess that was not adequate to handle the flow. Whoever built a big ditch there and the ditch runs from *mauka* all the way down. I am just wondering, we are so strict on the residents as far as getting flood permits and things and here we dig this ditch that it creates more water than they have seen – they said there was more water in that one (1) day of rain than the big twenty (20) days of rain that we had in a row. I am just thinking that we are strict with our residents and our businesses, but we can do what we want as far as the County?

Mr. Dill: We are equally strict with ourselves as we are with our customers. In that particular situation, that was not a County project. But the County reviewed and approved the drawings and that roadway in that location is designed to function as a forward crossing during a one hundred (100) year storm. So, when it goes over the road, it is doing exactly what it was intended, designed, and approved to do. So, that was not a surprise to us. It functioned properly as designed. It was brought to our attention, there was a concern of diversion of flows and we received, from the consultant, a submittal that demonstrated to our satisfaction that there was no diversion happening. When you get a big storm, again, that channel and that forward crossing functioned as it was designed to do.

Mr. Kagawa: I was just wondering, do we have any moneys in our budget to handle some safety issues that we may have? Maybe children that are going to play by that crossing and if we have at least a barrier, like a fence that could prevent children from...

Mr. Dill: We did receive that communication from Council and we have not responded yet. But we do not have anything specifically allocated as a line item in this budget for any fencing or closer to anything in that area. We have not gotten a chance to respond to that.

Mr. Kagawa: If I had a wish list, I would like to see that we could add something in there for that. Thank you.

Mr. Rapozo: Thank you, Mr. Kagawa. Larry, I was out there with Ross when we met with the landowners down there. It is a safety issue because it provides an opportunity for the kids to go into the culvert. It is big enough for the kids to go in. I think chain link fencing, at least something in that area to prohibit or prevent the kids from getting in there. I do not think it would be that much money. It is not that big a culvert or crossing. We can have that discussion later. Councilmember Yukimura.

Ms. Yukimura: Thank you. I want to say that we recently met with Winn and Maile on shoreline setback and flood issues. They were excellent and I think, a good example of the kind of succession thoughtfulness that you are doing. So, thank you for that. On your successes and achievements where you talked about procuring consultant services and getting to the point of issuing a Notice to Proceed for the 'Ōpaeka'a, Pu'u'ōpae, and Kapahi Bridges I was thinking at first, you should call it a "success" when completed. But then I thought how critical it was especially because given the function of your Department, to get the projects to the point of Notice to Proceed and all of the community meetings, planning, design, and that process, and it really is an accomplishment to get that far. So, thank you. My question is about what you have categorized as an "accomplishment," processing consultant services for a feasibility analysis of the Līhu'e-Hanamā'ulu Mauka bypass road. I am not sure that is a success or an achievement as much it is might be an initiative or objective for this coming year. But is this Līhu'e- Hanamā'ulu Mauka bypass road, which has never been on our CIP before, is this part of an updated current plan in the County or in the State?

Mr. Kudo: This is part of the long range 1997, Long Range Plan that was approved by the State.

Ms. Yukimura: Yes, but that is about three (3) plans overdue for an update. I believe their goal was to update the plans every five (5) years. 1997 is a really old plan and I believe we are in the process of updating it. So, would this not be part of the update process to see if that should be part of the plan, the new updated plan? Why are we proceeding with a feasibility analysis until we are sure that it will be part of the plan, of an updated plan?

Mr. Dill: Well, I acknowledge the question, it is a good point. On the other hand though, we are proceeding on the best information available to us. It is still currently the official adopted by the State of Hawai'i Department of Transportation.

Ms. Yukimura: I know, but we are so close to an update that it seems that we should wait that it is confirmed, that this is going to be part of your plan into the future or if it is not, this will cost a lot of money and it would seem to be premature to begin spending money on it until we are clear that it is going to be part of your plan into the future.

Mr. Dill: We can certainly change, if something happens out of Long Range Transportation Plan that affects whether or not that plan would be included. We did start this process some time ago because it is eighty percent (80%) Federally funded.

Mr. Kudo: Eighty (80) / twenty (20).

Mr. Dill: Eighty (80) / twenty (20), so we did start the process some time ago with the Department of Transportation (DOT) and the Federal Highways Administration in getting fund as approved for this. So, we have been continuing along that mode rather than losing the fund.

Ms. Yukimura: Is it on the Statewide Transportation Improvement Program (STIP) plan?

Mr. Dill: Yes.

Ms. Yukimura: How long has it been on the STIP?

Mr. Dill: Do you know how long it has been on the STIP?

Mr. Kudo: A couple of years, last year, I think.

Ms. Yukimura: Last year?

Mr. Dill: I think so, yes.

Ms. Yukimura: Who initiated it to be on the STIP plan?

Mr. Dill: The County of Kaua'i.

Ms. Yukimura: Why did you initiate it to be on the STIP plan if it is part of an obsolete plan and we are in the process of updating that plan?

Mr. Dill: It came up in discussion with the Department of Transportation and the work that they were doing on widening.

Ms. Yukimura: And the what?

Mr. Dill: And the work that they are doing on the widening and general big picture things about infrastructure for transportation around the town of Līhu'e.

Ms. Yukimura: That is true, it is part of the big picture plan. But the big picture plan is about almost twenty (20) years old. So, it just seems very premature, especially when all it will take is to wait another year before we finish it or better action might be to prompt the DOT to finish the update of the Long Range Transportation Plan, which has been doodling its way along the past three (3) or four (4) years. Okay. You have a question related?

Mr. Rapozo: Councilmember Nakamura.

Ms. Nakamura: Just related to that Councilmember Yukimura is that the Council received the six-year CIP Report earlier this year from the Administration and in that report at first there was no mention of this. But then we received an amendment that came through the Planning Commission that added this bypass road. On Wednesday we have an update in the Planning Committee because I have asked for an update of the six-year CIP Report that added that project.

Ms. Yukimura: Thank you. I mean, it seems to me too, that the Council needs to be part of this discussion and this project has never been discussed with the Council as far as I know. Well, I am glad that it is scheduled for discussion. Regarding the Hanapēpē parking lot, which I am glad to see. Now, the wording here says, “initiated in-house design of Hanapēpē parking lot.” To me, well, maybe I do not know what has led up to it. It does not seem like an accomplishment or success yet.

Mr. Tabata: It is completed, the designs are completed.

Ms. Yukimura: The plans are completed?

Mr. Tabata: Yes.

Ms. Yukimura: Thank you.

Ms. Nakamura: So, that is like your Pu‘u‘ōpae Bridge, etcetera. So, perhaps we would know what the schedule is for actually performing and completing the project. The plans are completed. Thank you. So, that is like your Pu‘u‘ōpae Bridge. So, perhaps we would know what the schedule is for actually performing and completing the project.

Mr. Tabata: I think that will come up in our CIP.

Ms. Yukimura: So, it might be, in fact, identified as an “objective” instead, completion of the Hanapēpē parking lot by a certain date? Then can you tell me about these structural improvements to the Resource Recycling Center roof?

Mr. Kudo: I guess with the metal roof it is close to the ocean and it has caused some rusting and the task was to repair the roof.

Ms. Yukimura: Are there things in the design and planning process that can be done to offset this kind of locational impact because I was really pleased to hear how you are thinking more in terms of lifecycle costing and preventative maintenance? But the other piece to this is in the design process? How you design these buildings and the Kaiākea Fire Station is a prime example of that. It has a frontal assault of salt spray, right? I trust, because I asked the Chief, that issue when they were citing the project and he said they would take care of it. This is also – we knew when we cited it, that is was close to ocean spray too. Is there something we could do in the design of these buildings that would lengthen the life when we design them?

Mr. Dill: Yes and I believe in the design of Kaiākea, as the Chief mentioned to you, those sorts of things were taken into account and supposed to have been addressed.

Ms. Yukimura: We will see how long they last.

Mr. Dill: I do not know when the Kaua'i Resource Center – those sorts of things, they do extend the life. But obviously in that environment it is only a matter of time.

Ms. Yukimura: Well, it then goes to our planning and citing as well.

Mr. Dill: Right.

Ms. Yukimura: Okay, so thank you for that. Then what are the speed studies for Kekaha Resource Recycling Center, what is that?

Mr. Kudo: I guess there were speeding problems on Kekaha Road so we were asked to take speed studies on Kekaha Road because they were going to move the Recycling Center from the landfill to close to the former Kekaha AMFAC over there.

Ms. Yukimura: So, this was a request of Solid Waste then?

Mr. Kudo: I believe it was a request of the community, somebody had requested that.

Ms. Yukimura: The Kekaha Resource Recycling Center is not a facility of the County?

Mr. Kudo: I cannot answer that.

Mr. Dill: It is.

Ms. Yukimura: Okay. It is about moving it or is it an existing problem? I am sorry, I am so unfamiliar.

Mr. Dill: Councilmember, can I ask you to address that to Solid Waste because Engineering was asked to perform a study and so they provided the results. But we may not necessarily know the background and those sorts of things.

Ms. Yukimura: Alright, thank you.

Mr. Rapozo: Councilmember Yukimura, was that request a County request?

Ms. Yukimura: Yes.

Mr. Rapozo: Councilmember Yukimura, it is a little after 11:00, we have to take a caption break. Let us do that now. Let us take recess, ten (10) minute recess, and we will come back. Councilmember Yukimura, you will have the floor.

There being no objections, the Committee recessed at 11:04 a.m.

There being no objections, the Committee reconvened at 11:11 a.m., and proceeded as follows:

Mr. Rapozo: Councilmember Yukimura, you have the floor.

Ms. Yukimura: I want to go back to the bypass road. Is this being necessitated by the landfill location, the landfill citing?

Mr. Dill: The bypass road early on was part of the discussion of the landfill and that is one of the things that kind of brought it back to the radar again, though in our current proposals for the landfill does not tie it to the landfill. In other words, the requirement if you will, for a construction of the Līhu'e Mauka bypass is not necessitated by the construction of the landfill.

Ms. Yukimura: Well, how will the big truck access the landfill?

Mr. Dill: We are looking at other options. I think the leading candidate right now is Ma'alo Road and Ma'alo Road would require some improvements so that is what our consultant is looking at, is what sorts of improvements would be required to accommodate that sort of traffic.

Ms. Yukimura: Because if this Mauka bypass was necessitated by the landfill, that has to have been taken into account in judging whether the cost of that road should be taken into account as part of judging whether that landfill site was the most cost effective site, if that bypass is being necessitated bid by the landfill.

Mr. Dill: But the bypass is not being necessitated by the landfill. So, as part of their first phase of the Environmental Impact Statement (EIS) work was the review of the citing study and an analysis of those sorts of things including cost, that was looked at and it was determined at that time that the bypass road is not necessitated by the landfill.

Ms. Yukimura: I do not know how they are going to get big trucks through Ma'alo Road, do you?

Mr. Dill: Well, that is what we are looking to our engineers, to give us that information. But preliminary tells us that that is feasible. There will be a cost, of course.

Ms. Yukimura: Well, who knows? But I would guess far less than the cost of a *mauka* bypass.

Mr. Dill: Yes, a *mauka* bypass would be much more expensive, from what I have seen so far.

Ms. Yukimura: Well, to me it makes no sense to proceed on it if it is not related to the landfill unless you have the full discussions about what the road system for the island is going to be and that is the Long Range Land Transportation Plan.

Mr. Dill: The work with the *mauka* bypass, which was approved by Council in last year's budget, last year's CIP, it is planning/feasibility study. So, it takes a look at the overall Līhu'e transportation situation.

Ms. Yukimura: That was in last year's CIP?

Mr. Dill: Last year's CIP, yes because as I mentioned, this is a Federal Highways funded project, eighty percent (80%) of it. So, we had to have a

twenty percent (20%) match and when that was proposed, we needed to get a County match in place. This was all discussed at Council a year ago.

Ms. Yukimura: It was not discussed at Council. Maybe it was in the paperwork and I missed it. But it was not discussed at Council.

Mr. Dill: Well, I know that it did come up, maybe not to this degree. But it did come up.

Ms. Yukimura: Okay. So, on your transferring subdivision review responsibility to a regulatory compliance section, that is part of your reorganization, I take it?

Mr. Kudo: That is correct.

Ms. Yukimura: Could you submit your organizational charts that are both the existing and then the new organizational structure that you are looking at? I think it is a wonderful thing that you are doing. I just want to understand what it looks like.

Mr. Rapozo: I have a follow-up to that Councilmember Yukimura.

Ms. Yukimura: Sure.

Mr. Rapozo: Also, I do not see any requests for new positions in the budget. I guess I am confused. Is this something you are looking at this year and how are you planning to fill those positions?

Mr. Dill: The position we are looking at filling is a single position for CE-6 and that is as a result of a Bridge Project Manager position becoming vacant.

Mr. Rapozo: That is an existing position?

Mr. Dill: Yes, correct.

Mr. Rapozo: Is that a same level position?

Mr. Dill: Yes, not exactly, because before it was – yes or very close, yes.

Mr. Rapozo: And as well as the project management, additional staff to manage projects while maintaining daily core responsibilities?

Mr. Dill: Well, as I talked about our reorganization with designation of Maile as our new County certified Floodplain Manager, that frees up Winn. Winn will move to managing projects. So, there are no costs associated with the position?

Mr. Rapozo: So, no cost – no increased with the position?

Mr. Dill: Right.

Mr. Rapozo: Okay. Thank you, it is just worded that addition staff, in addition to staff.

Mr. Dill: I understand.

Mr. Rapozo: It looks like you folks are asking for new positions and I did not see in the budget. Councilmember Yukimura, Councilmember Bynum has questions as well.

Ms. Yukimura: I am almost done. The upcoming initiatives, your Complete Streets Manual, that is the same thing as Living Streets Manual, right? Okay. Then reprogramming of Federal Highway's Administration STIP projects to incorporate complete principles, what exactly is this?

Mr. Kudo: Like the Hanapēpē collector road, rather than just resurfacing the road, we are going to incorporate complete streets for pedestrian and bike.

Ms. Yukimura: So, that is excellent. Are you incorporating complete street principles in selecting STIP projects?

Mr. Kudo: We are trying to incorporate complete streets in all of the projects, like the Safe Routes to School at Kawaihau Road.

Ms. Yukimura: Yes, but then you might not have started the feasibility analysis of Līhu'e-Hanamā'ulu Mauka as part of a STIP project, if you were applying complete street principles. I am talking about applying it at a macro level.

Mr. Dill: For the projects, I think, when you look at that, where do we have it listed? I am sorry. On the upcoming initiatives, that is at a micro level. This is looking at our existing STIP funded projects, which were a simple resurfacing effort or reconstruction effort. We are looking at going back and revisiting the scope of those projects to incorporate complete streets principles. You are right, that is the difference between a micro and macro application of that.

Ms. Yukimura: I would like to ask you to consider looking at incorporating complete streets principles at a macro level and using your Transportation Planner to look at the feasibility of doing that. Thank you.

Mr. Dill: Okay.

Mr. Rapozo: Thank you, Councilmember Yukimura.  
Councilmember Bynum.

Mr. Bynum: I want to focus on the three (3) bridge projects that are on here. In your accomplishments, it says completion of contract June 2013, is this just the design contracts?

Mr. Kudo: That is correct, that is the design contract.

Mr. Dill: Excuse me, if I may add in. It is ultimately a design contract, but there is a lot of planning work that going into it as well because we have to go through the Federal 106 process as part of that design contract.

Mr. Bynum: Right. Is that contract set to be completed on time for the three (3) bridges?

Mr. Kudo: As far as I know, that is the date, June 23<sup>rd</sup>.

Mr. Bynum: Because two (2) of those bridges were in the mix a number of years ago and we delayed this because of the possible need for historic preservation on these bridges, the six-year CIP says that Pu'u'ōpae is to be replaced and 'Ōpaeka'a is to be repaired. Is that accurate?

Mr. Dill: Are you talking about replaced and repaired, are those accurate words?

Mr. Bynum: Well, I think we made a commitment to the community to go out with a whole dialogue about context sensitive design and how much historic preservation there would be on these two (2) bridges. I have not seen any of that happen so I was surprised to see this contract was supposed to be completed in June because I have not seen any community engagement or involvement.

Mr. Dill: Well, when you say you have not seen any of that happen...

Mr. Bynum: I have not seen any conceptual designs. Maybe that is my fault.

Mr. Dill: Well, we have had community meetings for all of these bridges, multiple meetings. We had meetings at the Kaua'i Historic Preservation Commission, a presentation to them last month, I think, on the Kapahi Bridge in particular and some proposals were given to them and we received comments. So, there has been community engagement and involvement.

Mr. Bynum: I just was not aware. I am not saying there is a problem. But 'Ōpaeka'a is a current restoration of the current bridge, correct?

Mr. Dill: We have not finalized the scope for the 'Ōpaeka'a Bridge yet.

Mr. Bynum: Well, it says in the six-year CIP that it is to be repaired, not replaced. The Pu'u'ōpae says replaced.

Mr. Dill: Well...

Mr. Rapozo: Mr. Bynum, Mr. Dill, I will ask Mr. Kagawa to post an item in his Committee agenda on an update on the bridges. Is that something that we can do? Is that fine, Mr. Bynum?

Mr. Bynum: Sure.

Mr. Rapozo: I think that is going to take some time and there is several bridges. I agree with your concern between rebuilding and restoration. So, I think that is probably more appropriate, the discussion be in the Committee.

Mr. Dill: Okay.

Mr. Bynum: Well, if it says the design is completed by June, I would think those decision would be made already.

Mr. Dill: Well, the Kapahi Bridge is a lot further along than the other two (2) bridges.

Mr. Bynum: Right, unless...

Mr. Dill: So, the other two (2) bridges, I can tell in my opinion, will not be done by June of 2013.

Mr. Bynum: Thank you for that answer because I do not see how that is possible. But they are funded in next year, in 2014, they are scheduled to be funded.

Mr. Dill: We are proposing funding of construction, when we will get this into the CIP discussion. But I believe proposing funding of the Kapahi Bridge for construction in 2014 and not the other two (2) yet.

Mr. Bynum: Okay, well let us do a separate thing on that.

Mr. Rapozo: But, I do have a follow-up though.

Mr. Bynum: Okay.

Mr. Rapozo: Being that it is not going to be done by June 23, 2013, when do you anticipate it? That causes a lot of confusion in the report.

Mr. Dill: I think it is referring to the original design contract.

Mr. Rapozo: I understand. Is the design going to be done by then?

Mr. Dill: The Kapahi Bridge will be done. The other two (2), I am going to give you an estimate of end of this calendar year.

Mr. Rapozo: Okay.

Mr. Bynum: I will just say that I live in the Homesteads and I think by and large people like the one (1) lane bridges. They are significant traffic calming measures. Both of these bridges that we are talking about, the community norm are a slowdown in what could be a high speed area. I am very interested to know whether we are going to retain the historic character of these bridges or just do something modern.

Mr. Dill: I acknowledge, that point has been made. I can tell you that at the very first meeting which I attended, the overwhelming majority of the community wanted two (2) lane bridges. It is our difficult duty and responsibility to receive all of the community input and try to the best thing for the community. Obviously, two (2) out of the three (3) bridges are on the National Historic register and so we have a duty to consult with community under the Federal 106 process to take input on the historic nature of the bridges and to consider the folks, the potential traffic calming measures of these bridges, look at safety, look at the two (2) lane bridges, and the structural.

Mr. Bynum: I do not want to belabor it now, Larry. We are going to do a posting.

Mr. Dill: Okay, let us do that.

Mr. Bynum: But if somebody could supply me minutes of any public meetings that have happened on these bridges because I am unaware. I would have attended and I was not aware. But that could easily be my fault. Thank you, I am *pau*.

Mr. Rapozo: I know it was posted because I saw the posting. I never attended it, but I did see it. It was well publicized because I know I saw the notices and you believe it came out on the County's press release. But I got to admit that I never attended them. But I believe they were well attended by the community.

Mr. Bynum: But there would be minutes of any community meetings, right? If I could request those.

Mr. Rapozo: So noted.

Mr. Bynum: Other than that, thank you very much.

Mr. Rapozo: Mr. Hooser.

Mr. Hooser: Just to be clear, we are going to separately post the discussion on the bridges?

Mr. Rapozo: Correct.

Mr. Hooser: Then at least we will include the three (3) bridges that we are discussing today at the minimum?

Mr. Rapozo: I am actually looking to expand it to also the results of the most recent survey done of all the Federal bridges.

Mr. Hooser: Good, thank you.

Mr. Rapozo: Thank you very much. Councilmember Nakamura.

Ms. Nakamura: Thank you. Thank you, Mr. Kudo, for your update. I wanted to ask about the challenge that you mentioned regarding the drafting, the need to upgrade drafting capabilities to support the Division. Can you explain that and what do you need? Is it staffing? Is it equipment?

Mr. Kudo: It is both staffing and equipment. We have one (1) draft person and we have one (1) licensed to the AutoCAD. Well, actually we have two (2) other licenses for the AutoCAD. We also need training for, I guess, the engineers to support the drafting technician.

Ms. Nakamura: Is there a backlog now as a result?

Mr. Kudo: There is a backlog because she services several of the project managers. A lot of the drafting that we do, like the Resolutions are done by our staff that they just cut and paste things. Our engineers, they can do that type of work. If we can spread some of the workload around from the drafting technician, that would help, too. I mean, she is the only person that does everything. So, she is backlogged with a lot of the services that are required from the Engineering Division.

Ms. Nakamura: Do we have adequate software and equipment?

Mr. Kudo: We have software and equipment and sometimes there is a breakdown of the equipment.

Ms. Nakamura: And you are saying that many of the engineers or project managers do not have the training to use AutoCAD?

Mr. Kudo: Oh, not all of them.

Ms. Nakamura: And these would be the County initiated projects?

Mr. Kudo: That is correct.

Ms. Nakamura: Some of them go out, right, that are done by private consultants?

Mr. Kudo: If it is a consultant design work, yes, the consultant will do all the drafting

Ms. Nakamura: What is the level of the backlog? If we are looking at how many projects are we looking at in a given year and what is the turnaround time?

Mr. Kudo: It could be like two (2) to three (3) months backlog.

Ms. Nakamura: Backlog, yes. So, this is going to hold up our getting our projects moving forward?

Mr. Kudo: Well, we try our best to do the priority projects first. If you have a request, well, maybe the other Division will just have to wait.

Ms. Nakamura: I know the directive for this budget was not to have additional staffing. I am just wondering, from the big picture perspective, are there other more urgent needs or does this stand out as one of the big priorities?

Mr. Dill: Well, it is one our concerns. As Wally said, we have one (1) person whose dedicated job is solely drafting work. I apologize, I forget the number. We went out last year and acquired more AutoCAD licenses and I thought the number was half a dozen licenses. When we sent several people to training for AutoCAD. A lot of problems that we are still working on, I think, is because our draftsmen know we did the Hanapēpē Bridge in-house, that was drafted in-house, designed in-house, drafted in-house. We did the project, as I mentioned, for the auto shop for the relocation of that column to create an extra base. That was all drawn up in-house. When was it done? I think in our purchasing, the new office space was done. We did all of the drafting in-house. So, it is a lot of in-house projects that we do ourselves that require the drafting support, and the little miscellaneous stuff crops up as well. AutoCAD is not just a drafting tool, it is a design and drafting tool. It is kind of a gray area sometimes and I think that is something that we have not entirely resolved ourselves yet as to when is it design work, when is it drafting work, where is the gray area. We need to could a better job of getting our designers on board with the use of AutoCAD when it is not purely drafting effort by our draftsman as necessary because I think that we can alleviate the work by our draftsmen by doing the AutoCAD design work in the machine and then turning it over to the draftsman to complete. That is something that we are still working on.

Ms. Nakamura: Strategically, we need to think about does it make sense if we want to reduce the backlog or make things move more quickly, invest in another person doing it or do we want to contract this work out to make think move quicker. Do you have any comments on it?

Mr. Dill: I want to, with the addition of another person, as I mention, licensed senior position, he had a lot of design experience as a person that we are looking to get on board. I am looking to grow Engineering Division to do more and more of these smaller projects in-house and that would require, exactly that sort of support that you are looking at. We are not quite there yet. So, in my mind, we are not quite to the point where we justify another position as a full time draftsman. To me, the key right now is to develop our designers to do the design work in AutoCAD and then turn it over to our draftsmen. But, definitely what you are talking about, about hiring other person is something in our longer term plans.

Ms. Nakamura: I would hope that the discussion takes place over this year so if the budget situation improves, that is something that we can try to get our resources out, projects moving, get the money out into the economy because I think contractors are still having a hard time. Thank you.

Mr. Rapozo: Any other questions for Engineering?

Ms. Yukimura: Just a very quick comment. It is really gratifying to hear of how many women are working in your Division which is traditionally a men's world and to have young and older women engineers is a wonderful thing to hear about. Thank you.

Mr. Rapozo: Councilmember Nakamura.

Ms. Nakamura: Do we know whether the Complete Street/Living Streets Manual will be completed?

Mr. Tabata: We are at the point where we are just about ready to start the road cross sections for each transects type of road that we created. We went pretty much town by town, created four (4) generic transects for the island. We broke out the different road types anywhere from the major collectors all the way down to rural, community, and subdivision roads and so now we need to do the cross section layout for each of these. I would say that we are a four (4) to six (6) months out still. We are editing chapters that we have gone through every single chapter, there are fifteen (15) of them. Now we are finishing the re-editing and taking pictures around the island to replace the more generic mainland pictures with our own local pictures. So, with Lee Steinmetz, our new Transportation Planner on board, I have transferred that role to him. He is doing an excellent job and we are working really closely to accomplish those needs.

Ms. Nakamura: Lyle, you are confident it will get done by the end of the year?

Mr. Tabata: Knock on wood.

Ms. Nakamura: If all goes well?

Mr. Tabata: Yes.

Ms. Nakamura: Thank you.

Mr. Rapozo: Thank you. Any more questions for Engineering? If not, thank you Mr. Kudo. You are done, unless you want to stay there, you can. Next up is Buildings and according to Larry's schedule he has, in the morning session through Building and Wastewater.

Mr. Dill: This will take about five (5) minutes. If I may, Councilmember Rapozo.

Mr. Rapozo: Sure.

Mr. Dill: I think Councilmember Kagawa had a question regarding the benefits, the OpEd. As I mentioned, I think, you will see County-wide decrease across the board. I am informed that in Fiscal Year 2013, we budgeted them thirty-one point one percent (31.1%) based on actuarial. But based on updated actuarial information, our budgeting for Fiscal Year 2014 is down from thirty-one point one (31.1) to twenty-three point one (23.1). So, you will see certainly in Public Works and I will assume County-wide that those numbers are all done.

Mr. Rapozo: It is really a correction that needed to be done after we got the actuarial report from last year so we are more realistic to what it actually is and it is hard to determine those things until the actuarial report comes out. Thank you very much, Mr. Haigh.

DOUGLAS HAIGH, Chief of Buildings: I assume you have all received our report and have read it. I am just going to focus on a few things and then I will be here to answer any questions/comments. Just one (1) success I would like to note is that we are proud of sitting here today. We finally got our audio visual system for this room to where we wanted it. I am proud that we finally got there and that has been a challenge. I thank you all for your patience because I know you with you were caught in the middle it and it

was not pretty all the time. But hopefully it is a lot prettier now. Probably the most significant event for the Building Division is the adoption the ePlan review and I just want to really give a big *mahalo* to our Code Enforcement Officer, Ron Darville, who has been the champion of that and has moved that forward. It is really a game changer for the Building Division and really for all the Agencies as far as the building permit process. This month, we are looking at making the transition and we are on track to do that. I guess I am in danger of promising big. But I really believe that this system is going to make a significant change and make our building permit process much more efficient and it will also allow us to more easily identify where we have problems so we can focus our management attention on those areas and keep the progress of moving forward. Right now the building industry seems to be gaining steam again. So, it is really important that we have this tool in place to help us so that we can stay in the groove with the building community so that as these projects come up, we can respond quickly and approximately and not have the building permit be the road block to having new projects move forward and the critical need for our economy to have that happen. I am excited about it and like I said, the entire Building Division Code enforcement staff and other Agencies, I really want to thank them all for helping working on this moving forward. Especially Information Technology (IT), also. They have put a lot of effort onto move this forward. Challenges, filling vacant positions are always a challenge. We are doing better. We have been utilizing our Building Permit Revolving Fund position to help us through transitions in the code enforcement. So, that has been very beneficial. We have been doing better than we had in the past in keeping knowledgeable – bringing people in before somebody retires and getting them trained. We are in a unique position of all the agencies because we do have that fund and we have positions approved, contract hire positions. So, what we do is hire somebody under contract and we can make the transition. So, that has been very helpful. I am concerned in our upper management area. The Chief of the Building Division and Maintenance Officer both are getting to the age where retirement is on the horizon. So, both of these individuals do not have staff below them who have the training, education, and skills to move into those positions so that is of concern and hopefully in next year's budget we can start addressing that. This year's budget with the decision for no hires, that put that on hold for now. But hopefully next year we will be able to look at that because it is becoming real and it is going to be more than just a couple of month. It would be really nice to bring in lower level person with the education and some experience and then get them trained to be ready because right now there is no one there getting the training and the experience. Of course managing multiple projects with minimal staff, that is what we do and we do it. It is nothing new. We have been doing it for years, it could always be easier. But we manage to get by. That is pretty much, to me, the key issues with the Building Division right now. I will be happy to go into depth in any particular area you are interested in.

Mr. Rapozo: Thank you for the brevity. Any questions?  
Councilmember Kagawa.

Mr. Kagawa: Yes, Doug, this relates to Buildings because I think you folks install it. Regarding the parks, I know there was a press release that we are going with stainless steel fixtures at the bathrooms, that will be incredible at beginning. Are we still on that plan?

Mr. Haigh: Right now, and I want to give a big *mahalo* to the gentleman on the right, Lyle Tabata. He is playing a key role in integrating Building Division maintenance and parks managers. I do not know why it took us so long. But we are now really making sure that we are meeting weekly. We are identifying our priorities and working together. We are a Service Agency. So, it is very important for us to know

what our client/users need. So, these meetings with Parks are helping. Parks is taking the lead on purchasing the upgrade fixtures. Then now we are closely coordinating with them on when we are going to be installing the fixtures.

Mr. Kagawa: I guess, we still incur a lot of vandalism, right, Niamalu, Hanamā'ulu Beach, are they going to get those expensive fixture?

Mr. Haigh: We have areas where vandalism is more concentrated than others. Overall, I would say overall we do fairly well with minimum vandalism, but we do. Yes, we are following the lead of Parks. We expect them and we acknowledge them as they are the people with the eyes on the site and they are the managers responsible for managing the facility and the users so we are helping them, so where they identify the need, we will be there to assist them.

Mr. Kagawa: I guess, my line of question is just as the person, that your people see the repair requests. I am just wondering if we are thinking about the risk. There are certain areas that always get damaged and what have you. Maybe we can consider not buying the expensive things for those parks because the risk is high and those fixtures cost a lot.

Mr. Haigh: Well, this is the beginning demonstration project. I have seen on O'ahu where the stainless steel was not that beneficial because it does get vandalized also. So, with this demonstration project we will be able to see and get a track record. Building Division, we have resisted stainless steel in the past just because they also get damaged. But we are moving forward with it and we will see how well it works out. Obviously, if they work out real well then we will be looking at expanding the use.

Mr. Dill: Let me add to that. We do consider vandalism, so we do look at products that are not vandal proof, but vandal resistant I guess, for the things we specify and looking at that more as we design things for our facilities that serve the public as well.

Mr. Kagawa: I know that we are in a budget crunch and I was just thinking that that may not be the wisest direction to go in, to put a lot of money into a toilet and a sink and whether we can stay with what we have. I have been told from people at the State level that they have stainless steel fixtures at Waimea Boat Harbor, Kikiaola Boat Harbor and they said that it is very hard to maintain, that you have to scrub it. The Kikiaola Boat Harbor basically became all brown in a short time. Instead of being nice and silver, it is brown. I do not know if we want to take the risk that our janitors will spend more time scrubbing it. So, that is another consideration. But as far as if it is going to help to make our parks more attractive and it is going to last longer, I am all for it. But I just have a few concerns and wanted to make sure in this time of budget crunch, we know that it may require more labor to take care of and that replacement costs will be much higher. Thank you.

Mr. Rapozo: Thank you, Mr. Kagawa. I think if the State cleaned the toilet every day, it would not turn brown. But I think that the biggest issue with those stainless steel toilets, you have to have regular cleaning and I am not sure that was being done. I am a strong proponent of stainless steel because it is better as far as being –nothing is vandal proof. But I think the opportunity to destroy a porcelain sink or toilet is much more attractive to the vandal than a stainless steel, but I appreciate the efforts. Any other questions for Buildings? Councilmember Yukimura?

Ms. Yukimura: Yes. Thank you for a very succinct and well organized report, Doug. I wondered, and congratulations on the ePlan system. Is there a way that you get systematic input from users and maintainers, i.e., the people who clean and take care of the building and facilities, as well as users, to monitor what is needed? That is number one (1). What is needed in terms of ongoing maintenance, but also what is needed in terms of designing good and user friendly and easy to maintain facilities?

Mr. Haigh: We are very fortunate right now that we have a very strong janitorial supervisor and she is doing a really, really good job. She does not hesitate to communicate to upper management. So, we are getting good feedback. The maintenance and the facility development sections are very close. Our facility development section two (2) individuals, and we sit and we work right next to our counterparts in maintenance so there is a lot of communication. We are very concerned about designing buildings for minimum maintenance and we do have interaction with our – one (1) example and this if for our janitors, we are putting special coatings on our ceramic tiles. It cost more during construction, but it makes it so much easier to clean. I do not know if you have noticed, but in the men’s restroom in this building downstairs.

Ms. Yukimura: I have not noticed.

Mr. Haigh: Unfortunately, the original architect chooses a very light colored tile. Before this recent renovation it was always kind of dingy brown, but with this new coating you were seeing a much – keeping that finish. We are really using this coating in almost all of our restrooms. So, that is an example. An example of coordination with maintenance, right now we are looking at in partnership with Parks, renovations at Lydgate Park. One (1) is the main restroom on the beach by the lifeguard tower. As we were developing the scope of work, we brought in some of our key maintenance supervisors and said, “Let us talk about what you think is going to work here because our beach facilities are very difficult, it is a very tough environment.” Kaiākea Fire Station is probably – you could not get any tougher for a building. We tried to do everything that we could when we built it and we are still learning of some of the things that have worked better than others and we are still making corrections to some of the things that did not perform as well. Kapa’a Base Yard Structural Renovation, that one, we were fortunate we had a very detailed oriented architect who developed the project plans and we work closely with him to make sure that – because that is another very vulnerable building. We adopted a building from State DOT which had not been maintained for fifteen (15) years. So, it had extensive corrosion of the metal and metal is especially hard in the East Side of Kauai’s salt environment. We are using special paints with primers and we are using calvalikind with a kynar coated metal. So, we are doing everything we can to minimize using a lot of stainless steel where appropriate. So, we do that. I heard mention earlier of the roof down at Līhu‘e Transfer Station. Actually, we did an investigation for Solid Waste to take a look at the amount of corrosion. There are areas that are tough. But, overall, that building is almost twenty (20) years old so it is not at all surprising. You are coming to the life of the roof and actually the roofing has held up well. So, we have some successes. But anywhere particularly on East Side of the Kaua‘i, it is really a challenge as far of the corrosive environment.

Ms. Yukimura: But there is sort of a feedback loop and a loop that goes from use of the building, back to designers of new buildings, who are rehabbing our buildings so that we can keep upping the level of best practices.

Mr. Haigh: That is correct.

Ms. Yukimura: And save money and ensure longer life to our buildings. You just mentioned you are working with Parks, so your repair budget is covering or your crews do repair and maintenance of park facilities?

Mr. Haigh: That is correct.

Ms. Yukimura: But how you cost it out or share the costs, that are divided up in the budget?

Mr. Haigh: Yes. We primarily buy the maintenance materials. Then Parks sometimes, will buy some of the enhancements and then they also have projects that they fund.

Ms. Yukimura: You are showing a sixty-five percent (65%) increase on R&M building, Fiscal Year 2014 over 2012, which admittedly we do not have the 2013 or this year's actuals. But that is caused by the fact that you are paying more attention?

Mr. Haigh: It is really a reflection of the budget. Last year was another year when we were on a very tight budget so we did not fund all the projects. We have never. There has never been a year were we have funded all the projects that the Building Division has identified as preventative maintenance projects that are ready to occur. So, really, it is a matter of budget and we set our lists and priorities and we tackle what we can with what moneys that are available.

Ms. Yukimura: So, you do have a preventative maintenance analysis that gives you a work plan and a cost for doing it in a preventative maintenance approach? But then the budget comes in and you are only able to do a portion of that.

Mr. Haigh: That is correct.

Ms. Yukimura: What portion is it?

Mr. Haigh: It depends on what year.

Ms. Yukimura: Well, this year, what is it going to be?

Mr. Haigh: My best guess, I have not looked at this in detail. I would say we are about fifty percent (50%) of what we have identified of work that we do.

Ms. Yukimura: And to the extent that there is deferred preventative maintenance that will turn into larger bills ultimately.

Mr. Haigh: That is the general theory of maintenance.

Ms. Yukimura: Right. What is your maintenance budget? Is it this line item or scattered all over the place?

Mr. Haigh: Well, we have R&M building, which are projects. We are also challenged by limited manpower to manager these projects. So, even if we got all the projects that we asked for, we would be in a challenge to produce them, to get them completed. This year we are looking at almost one million dollars (\$1,000,000) of R&M

projects and primarily that is stuff that is contracted out. Then, when you get further into the budget, you have R&M equipment and you have R&M materials, other supplies, and that is where our building materials, electrical materials, and plumbing materials are that assist us in doing the regular maintenance type projects when we get a work order, a door broken somewhere and then we go fix it. That is the small, everyday maintenance where our staff responds to work orders and maintain our buildings. That is a more immediate, small type of repairs.

Ms. Yukimura: Right, that is ongoing repair?

Mr. Haigh: Yes. You are always going to have that to some extent.

Ms. Yukimura: But, there are the roof repairs that you did, that are more long-term and they are preventative maintenance. If you do it this year, this will cost so much and if you wait another five (5) or ten (10) years, it will cost a lot more.

Mr. Haigh: Well, there is a risk. You never know exactly how things will deteriorate. But the longer you defer, the more risk you have, there will be additional damages caused by the deferral.

Ms. Yukimura: And you do some kind of annual inspection or something that allows you to check on this or do you just do it as your janitors report that maybe we need to change the roof or something?

Mr. Haigh: Well, we rely on our Maintenance Officer and Lead Supervisor to keep an eye on our buildings and identify which projects are critical. We also hear from the users.

Ms. Yukimura: But do you not have a system?

Mr. Haigh: We do, and then with the new computerized work order system, it is identifying preventative maintenance work that we plug into the system also.

Ms. Yukimura: Well, what would be helpful to me, is for you to have a total R&M budget that shows your large preventative maintenance projects and some of them you do contract out and that job is for our contractors. Then your ongoing maintenance and I presume you do some more extended maintenance even in-house, too or not?

Mr. Haigh: Well, I mean, our budget is setup that way. We have the R&M which are the projects. So, this is a large size...

Ms. Yukimura: No, but I am talking about allocation of manpower as well, in the total picture that shows us how many people you need? How much money you need, how much is done by contractors, how much is going to be done in-house? Every year show us that and say if you fund at this level, you are at fifty percent (50%), if you fund at this level you are at one hundred percent (100%). That would be very useful and important budgetary information. Is that possible?

Mr. Haigh: That is possible, but then you have to have the manpower to put together that study and that is a challenge, too.

Ms. Yukimura: Okay, but otherwise you are doing it *ad hoc*.

Mr. Haigh: Well, we are doing it based on experience, years of experience. Our staff has twenty (20) years experience at the supervisor's level. We have been dealing with these buildings, we have been dealing with budgets, we have been dealing with Administrations, and there is a system of how it works. Yes, the system could get better. But we look at our staff and our management staff, the level of management staff who can do that sort of thing. You are looking at one (1) person in the maintenance side and that same person has to get all the contracts out, he has to manage that section. So, you are limited by your manpower. We try to be as efficient as we can and we definitely want to identify a project that need to be done and that is what we could do in the budget process. But to be able to do a detailed, thorough analysis of our maintenance system is beyond capabilities when we are trying to run the Division at the same time.

Ms. Yukimura: I am hoping that we would have a goal of having such a system, just like we have asked for such a system on Roads and I am going to be asking a lot of questions that way. I am thinking this is part of succession planning as well. When you retire with all of that in your mind and you are experienced and I do not discount experience, we need experienced people. But we need a system so that when people leave, there is a structure there that can be turned over and is easier for the person coming in to succeed.

Mr. Haigh: We are working towards that with our work order system because that system has the capability and we are starting to plug in the data that lets you know when the last roof was done, lets you know when the building was last painted and then you start scheduling. Our individual wastewater septic tank system, we schedule that within our work order system that when inspections are supposed to be done periodically. So, we are working toward that and we have a tool that is helping us to do a better job on that.

Ms. Yukimura: You are going to have that system in place before you retire, Doug?

Mr. Dill: Yes.

Mr. Haigh: That system is in place, but in not fully populated.

Mr. Dill: We had the discussion along these lines within the last couple of months. We talked about developing our Asset Management System, that it is not being fully utilized and implemented rights now. As Doug mentioned, it is a big task. It is a big bite to take. But for the reasons that we are discussing right now, I think it is something that we need to because those things are happening now, not *ad hoc*. But obviously Doug and his staff prioritized the most important ones and minimize the ones where deferred maintenance will not cause a lot of problems down the road. But we need to formalize that and that is why we need to put in place an Asset Management System, utilize what is available to us now.

Ms. Yukimura: Well, I am so glad that you are talking about it and thank you for the terminology, which I was grasping for, an "Assessment Management System." I know that Ray McCormick, I think, had some of you at his workshop on asset management, there was an asset management workshop. I think a lot of concepts that applied to roads, road systems, apply also wherever you have assets. It would help us, as part of the budget decision makers, to have that kind of system and data in place. But more than that, I think it would help you folks not only in your work, but in the succession of people coming through your Departments and in training your new leaders, managers. So, that is great that you have started discussion and I would encourage you to include it as your overall goals. Even if it is a multi-year process of coming to get the system in place, maybe include that. Thank you.

Mr. Rapozo: Thank you. Councilmember Nakamura.

Ms. Nakamura: Just a follow-up on that point. It was just in Sunday's paper, they talked about the backlog of repairs at University of Hawai'i where because of deferred maintenance, they now have a half a billion dollars worth of repairs to get done. I think that is why, I think more so, we need to really look at having a Replacement Reserve Program for our buildings. What I am hearing is that everyone is overwhelmed with just the everyday work, that you may have some of the tools available. But I am kind of getting to the point where I am thinking that for an organization this large, not having an Asset Manager is something that we need to take a look at. If it can be accomplished with existing staff and do it right, that is fine. But if we do not, we really need to look at that as a very specific function that makes sure we are taking advantage of our technology that we have and either we get a consultant to do the Replacement Reserve Study or use our existing tools. I am just open to whatever option, but to get that function assigned to someone that is really going to take it on and focus on it.

Mr. Tabata: To answer, I guess, the strategy of Replacement Reserves. That is insurance company technology or activity that most of all of the private entities have to create. It is harder for us with Annual Ordinances because you cannot put money away for reserve because you only encumber what you use the following year. So, if we are putting money away for the next thirty (30) years for something, I mean the mechanism has to be designed for government entities. That is a great idea. So, when you need it, it is there. However, I do not think the Annual Ordinance – I have not figured out how to do that yet.

Ms. Nakamura: That is right, you are not putting it aside. But at least we would get a better handle on what is the range of improvements that are needed? I guess, you are making those decisions internally. But I guess is it would be good to know what is falling through the cracks

Mr. Tabata: I guess we need to give the people more credit than I think what we are giving them now. They do a really detailed, concise data collection.

Ms. Nakamura: Lyle, the only reason why I bring this up is because when you look at what is happening from 2010, 2011, and 2012, we went from one million seven hundred thousand dollars (\$1,700,000) in repair & maintenance, down to one million eight hundred thousand dollars (\$1,800,000), down to three hundred eighty-four thousand dollars (\$384,000) in 2012.

Mr. Haigh: That was an accounting decision to shift maintenance projects to CIP projects that year. So, that is a false indicator there.

Ms. Nakamura: It is sort of at the million dollar level that we maintain and we feel like we have enough staff to do.

Mr. Rapozo: Thank you. Councilmember Yukimura.

Ms. Yukimura: Yes.

Mr. Rapozo: You have one (1) more question? I asked Wastewater to stay because I wanted to get to them before lunch. But if you folks are going to take much long, than I will let them go.

Mr. Bynum: I am just going to take a minute.

Ms. Yukimura: I just wanted to do a follow-up on what I think is an important issue. We are setting aside monies. We set aside monies for the landfill, for closure of the landfill. We have Reserve Funds in our housing projects, in Pa'anau and Kalepa, because we have to. I am sorry I do not know the exact mechanism. It might be just reauthorizing it every year. But they are Reserve Funds and the reserved to the project, they come from the projects. I am very proud of the fact that our projects, unlike State projects, are putting aside Reserve Replacement Funds so that we can ensure the sustainability of these very important rental projects. If our County facilities and buildings are important, I am guessing Finance could develop a system that would help us put aside those moneys. It would seem important to do so. If it is an insurance issue as well, I mean, in the risk management part of it and it is related to ensuring of our assets of well, there might be some things we should do. The way I am seeing it, and I certainly could be wrong, but the Asset Management in each Division would be, to me, the place to do Assessment Management rather than having a central County person. I mean Roads should be taking care of their assets, Buildings and Parks take care of their assets. I am not sure of what the best corporate organization is of it, we should have more discussion. I really appreciate Council Vice Chair's attention and focus to this idea of replacement reserves and an Asset Management. But what form it takes, I guess, we should really discuss. To the extent that you folks are talking about it and beginning to set up systems to do it, that is very important and I hope there will be ongoing dialogue. Thank you.

Mr. Rapozo: Mr. Bynum.

Mr. Bynum: When the Parks Department was originally created, the plan was to move maintenance into Park and then they came back the next year and said, "No, we are not going to do it yet." My assumption is that plan is no longer fruitful? We are going to keep the Division the way it is, is that correct?

Mr. Dill: That is right. There are no plans like now, to break up that and move anything to Parks. We have discussed that continually, but right now we feel it is best to be left where it is and as Doug said, we are working closer with Parks to make sure that we are meeting their needs.

Mr. Bynum: Well, that is the key, right? I followed this repair & maintenance and work order issue for more than ten (10) years and I want to acknowledge at one point the Building Division was the only Division in the County that

had any kind of systematic repair & maintenance tracking. I believe that is now the norm in the Departments and that leadership, I think, came from the Building Division to begin with. I hear you saying that you are increasing dialogue because what I hear from Parks folks is that it has been broken for ten (10) months. Did you put a work order in? "Well, no."

Mr. Dill: We are looking to improve those things.

Mr. Bynum: That needs to be really stayed on, that communication. I was glad to hear you say, without me asking, you said you are taking that initiative to make sure the communication was increased between them that. That is all for now.

Mr. Rapozo: Thank you. Councilmember Nakamura.

Ms. Nakamura: Thank you. Just a couple of comments and questions. On the ePlan review, when I was at the Hawai'i congress and Planning Officials meeting in October of last year on O'ahu, Ron Darville did a presentation and that is where I really learned a lot about what was behind this and the efforts to go to ePlan Review and that it was really—we are the first County in State doing this.

Mr. Dill: Well, actually, City and County of Honolulu already fully implemented this. We are both working parallel and they jumped ahead and they are regretting it a little bit. They have had some issues. But it is kind of nice because both of us have different based computerized systems, but the ePlan Review, we are using the same software. So, we are able to work with them and learn from their process.

Ms. Nakamura: I am very happy to hear that. I guess I wanted to ask just in terms of time savings, what is our goal here with ePlan Review? How much time do we want it to shave off your processing?

Mr. Haigh: We are hoping thirty percent (30%) to fifty percent (50%).

Ms. Nakamura: Also, the other question that I had, had to do with your goals and objectives. I feel like there should be very specific goals and objectives relating to the main County building offices and what is it do we want to achieve over this next year with respect to the assets that are most important to us and that is our personnel. We talked earlier about what we wanted to accomplish and the timetable, but I think we need to really articulate what is it, when will the changes in the office based master plan be carried out and when are we going to start checking off these? I know it is being done in phases. So, it would be good to have that articulated in this section.

Mr. Haigh: Okay and that is a little bit of a challenge right now because the responsibilities have been split. So, that is a little bit of a challenge.

Ms. Nakamura: Can you explain that?

Mr. Haigh: Well, Engineering has been leading up the planning for the Pi'ikoi Building.

Mr. Dill: That is right. Engineering is the lead Division for the project right not so they own that project right now. Our plan is to update the master plan and part of updating the master plan will be to generate, I think what you are looking for, a timetable with phases, cost estimates as to how that plan will be implemented for the renovation of the Pi'ikoi Building. Right now, I am reluctant to put anything forward to you knowing that that plan is going to be generated with this coming work.

Ms. Nakamura: If that is the case, then the objective should be when will that plan be completed by and then that will set the stage for the implementation.

Mr. Rapozo: Thank you. I just have one (1) question and it is Hanamā'ulu Beach Park, the old pavilion, is that you or Parks?

Mr. Haigh: Parks is taking the lead. We are assisting them.

Mr. Rapozo: Any update on that?

Mr. Haigh: We are trying to move forward with demolition. We have a demolition permit being processed. I am not sure on exactly what is happening with the Planning Department and their potential issues there.

Mr. Rapozo: The plan is to demolish and rebuild?

Mr. Haigh: That is correct. We are hoping that we will be able to do it as part of the bike/pedestrian path project because it is included in the environment documents and then we could use Federal matching funds to help build it.

Mr. Rapozo: We should not expect anything soon?

Mr. Haigh: I would defer to Parks. They may want to take a more aggressive.

Mr. Rapozo: I will ask Parks. Many years ago the funding for the renovation or restoration or whatever it was of the pavilion and the community has been asking for a long time. But we will ask Parks when they get here? Any more questions? If not, thank you, Doug.

Mr. Haigh: You are welcome.

Mr. Rapozo: I appreciate it. It is 12:15, Wastewater. Questions?

Mr. Bynum: Can I just, really briefly?

Mr. Rapozo: Question?

Mr. Bynum: Yes.

Mr. Rapozo: Doug.

Mr. Bynum: I am sorry. Thank you very much for the actuals in here, but building R&M 1.7, down to 1.1, last year expenditure three hundred eighty-four thousand dollars (\$384,000). This year's budget, nine hundred seventy-three thousand dollars (\$973,000). Does that reflect us getting back on track at the level we need to? I mean, as an increase this year, right, building R&M?

Mr. Haigh: That is correct.

Mr. Bynum: Then you do not have to answer this now, but as a follow-up. During decision making last year, Council voted to add back some R&M related to repair of the Police Station roof and I would like an update on the project. I do not mean right now.

Mr. Rapozo: We will send it over in writing.

Mr. Haigh: Part of what happened in last year's budget is we were still working on the projects that had not shifted to the CIP Budget. So, that is one (1) of the reasons why last years' budget was a little bit lower because we still had these funds in the CIP budget that we had not utilized.

Mr. Bynum: Because we had the same issue where occasionally we were putting R&M projects in CIP and we are not doing that any longer?

Mr. Haigh: That is correct, yes.

Mr. Bynum: Thank you.

Mr. Rapozo: Thank you. I will be sending over a question to provide a breakdown to the best of your ability for R&M projects going forward for the next fiscal year, as best that you folks can put together. I would agree that there has to be some standard of R&M, even if we do not have an Asset Management System in place right now, a computerized version. But there has to be some sort of justification, there has to be some projects that we know we are doing R&M on. I would like to see some breakdown of what we expect to use going forward as well as they did deferred maintenance projects as well. We will send that over as well in writing. Mr. Tschupp, Wastewater, you get us before lunch.

EDWARD TSCHUPP, P.E., Chief of Wastewater: I think the kind of big picture approach is a good way to go to kind of highlight on the goals and objectives. Our employees, employee development, staff development, facilities, facilities maintenance, we are a maintenance organization. We are coming off of some CIP as has been discussed here today. Our Waimea Wastewater Treatment Plant Project is nearing completion, will be completed this fiscal year. We just completed a couple of other smaller projects, replacement of the emergency generators, and a renovation of our laboratory facilities. We have those kinds of things, we have been trying to leverage Federal Funds, which have been very helpful. We have also got a pretty good network of funding availability called the State Revolving Fund (SRF) Program, State Revolving Fund Program, Federal monies administered by the Health Department that are dedicated to our CIP needs. But this is primarily at this point, I think, more about the Operational Budget and in the current budget request, we are trying to tow the financial line and maintain the systems in the same kind of not going forward and increasing budgets particularly. At the same time, we have through our scheduled rate increases, increased the revenues that the customers are

paying into the system, reducing our dependence upon general fund transfers. Just as with any other maintenance related organization, we have the challenges of aging infrastructure. We serve a relatively small customer base compared to something like City and County of Honolulu and yet operation and maintenance of wastewater plant is inherently an expensive proposition. So, that small customer base is carrying relatively high costs and limited funding, small customer base, but still it costs money to run a wastewater plant. We have tried to achieve a balance in our Operating Budget for the upcoming year. I guess I do not have any other general questions. Those are sort of our goals and objectives. Larry was just pointing out the improvements and upcoming initiatives section of the budgetary write up. We basically have completed three (3) CIP projects this year. The Waimea WWTP (Wastewater Treatment Plant) Expansion, the Līhu'e Laboratory, and 'Ele'ele Generator replacement project. We have got a couple more in the pipeline. One of them has already been bid and contracted, that is the Wailua WWTP Process and Electrical Improvements. We are cued up and ready to go out to bid for a similar set of improvements at 'Ele'ele. The island-wide SCADA (Supervisory Control and Data Acquisition Systems) system, we are reviewing contractor proposals right now. Coco Palms Pump Station Odor Controls, we have proceeded with the design and we are working with the vendor to tie down the contract provisions for the direct purchase of the equipment. We did get the R-1 distribution System Grant for the Waimea R-1 Distribution System, understanding however, that there is some risk with the sequester on a Federal level that some of those kind of grant funds could be pulled back. But we are proceeding with hiring the design consultant for that project.

On the upcoming initiatives, one of the big things is that we are looking, always at our employees' safety and our safe practices. We have a great deal of need on an ongoing basis, which is reflected in our budget with budget allocation for ongoing training. That is actually a licensed maintenance requirement for our operators. We are looking very seriously at our energy footprint and I cannot jump the gun too much, other than to say that Mr. Dill was on the mats last week in my absence, haggling with the consultant that we are very close to, hopefully, executing an agreement for implementing the energy audit recommendations. We also have recognized the need to try to divert our Bio-solids from the land still landfill and we will be working on that into next year.

Mr. Rapozo: Thank you. Councilmember Kagawa, had a question and then followed by Councilmember Nakamura.

Mr. Kagawa: Thank you, Mr. Chair. Just a question regarding Kalapakī Bay. It is kind of disturbing to me that periodically, I would say twice a year or so, we announce that there is a sewage spill in that area. I am just wondering, in this year, we included any moneys to try and eliminate that from happening.

Mr. Tschupp: It is actually much less frequent type of an occurrence than I think you may be thinking of. We did have an incident in May of last year that led to posting signs, "Sewage Spill." On average, we do not experience more than a couple sewage spills system-wide from Waimea all the way up to Wailua at any one of our four (4) systems. More than two (2) or three (3) in a year is very unusual and a lot of those are small. We have an intense rainstorm and we have a manhole overflowing somewhere. The Kalapakī prior to last year's incident, we had not had an incident for many, many years, I think in early 2000's there was a prior one that was significant enough to close Kalapakī Bay.

Mr. Kagawa: Well, just memory may serve me wrong. But I just recall more than one (1) happening. But anyway, what is the reason for that happening, basically?

Mr. Tschupp: Well, Kalapakī – with that being the focus, that actually would end up being a pretty big occurrence that would reflect an operational breakdown of some kind. The most recent occurrence, which was May of last year, was at the plant, our plants are not manned twenty-four (24) hours. We work one (1) shift a day, seven (7) days a week. So, that one was a situation where we had an upset condition, a power outage, a partial power outage at the plant that shut things town and at the same time we also did not get a call out through our SCADA system. So, that was a rather unusual set of circumstance. The much more common—and we issued a press release because it is part of the spill protocol if we have a manhole overflow and that would one thousand (1,000) gallons of sewage, perhaps.

Mr. Kagawa: Thank you.

Ms. Nakamura: Thank you. Thank you, Ed. I wanted to ask you, in your initiatives here, looking on page 4 of the Department's Report, fund a new position for the Waimea Wastewater Treatment as the plant upgrade nears completion in order to meet the operational standards as required by State DOH. Is that position in the budget?

Mr. Tschupp: It is not at present. I think there is – we are going to be one (1) Assistant Operator short when the plant is finally classified as the grade 4 plant that it will be. But there is a time lag between when the project is complete, construction complete, and it cycles through the Health Department's process of reclassifying the plant. Our present staffing at Waimea is two (2) Operators and two (2) Assistant Operators. My expectation is that we will come out with the Operation & Maintenance (O&M) Manual recommendations for the upgraded plant to be a staff level of five (5) instead of four (4).

Ms. Nakamura: What happens if we do not fund this position?

Mr. Tschupp: Well, immediately probably nothing. But I am thinking that it probably will be pretty much essential by next year, by 2015. That by then, all the paperwork will be in that says the staff level needs to be at five (5).

Ms. Nakamura: So by June, 2014, there is no need for this position?

Mr. Tschupp: It may come a little ahead of that, which is why we were thinking about putting that in. But it did not survive into the actual budget document that you have.

Ms. Nakamura: About when would you need that position?

Mr. Tschupp: I am sorry?

Ms. Nakamura: About when do you think you next year, where you might need this position? I am thinking that you need this to be certified?

Mr. Tschupp: Right.

Ms. Nakamura: Is it a standard?

Mr. Tschupp: No, it shows up more in the Operation and Maintenance Annual Inspection Report that the Health Department does every year. It would show up next as more of a deficiency, that we did not implement the O&M Manual requirements. It is a little hair splitting.

Ms. Nakamura: Well, no, I am just wondering. If you had the position in the second quarter, I mean, March of next year?

Mr. Tschupp: We would dearly love to have the position as soon as we could get it. We would take every measure to proceed to fill it as quickly as we could.

Ms. Nakamura: If you get a deficiency, is there a consequence?

Mr. Tschupp: Yes, the Health Department classifies the operations as “unacceptable,” conditionally acceptable. They sort of have acceptable, conditionally acceptable, or unacceptable. We would really rather not find ourselves being classified as you been unacceptable. I think long-term, if you are a flagrant constant offender, that the powers of the State would probably be able to come in and financially penalize the County.

Mr. Dill: Councilmember Nakamura, if I can add to that a little. As Ed says, they would not be any consequence – the first consequence would be when the State does their – that there is supposed to be annual Operation & Maintenance inspections and they would see if our staffing was in compliance with the Operation & Maintenance Manual that was generated in conjunction with this upgrade still being completed at the plant. We felt that it would not be until later in this year at the earliest, I am sorry, later in Fiscal Year 2014 at the earliest, that that might happen. I think it is reasonable to anticipate that when we get those inspection reports from them, we respond point by point to those with our Action Plan. Our Action Plan response would be that we would be to budget and hire that in the following fiscal year which I think is a perfectly acceptable response to the Department of Health, that they would be willing to accept. So, to me, that would be the worst case scenario, would be that we would tell them we recognize that, we will budget that next fiscal year, and we will get that taken care of.

Ms. Nakamura: There are some increases in your budget for this year. One (1) of them has to do with collective bargaining and I thought one (1) of the assumptions that we made at the very start is that there were no provisions for increases at this time. I just wanted to clarify that.

Mr. Dill: That is not speaking to wages or salaries. That is speaking to the requirements for us to provide certain personally protective equipment, for instance, to all the employees according to the Collective Bargaining Agreement.

Mr. Tschupp: Eye wear, boots, and so on, safety equipment.

Ms. Nakamura: Thank you.

Mr. Dill: I had the exact same question when I first saw that.

Mr. Rapozo: Thank you. Mr. Chair, hang on just real quick. Earlier you said that all of the Collective Bargaining safety equipment Funds came out of Administration budget.

Mr. Dill: The general funded ones. This is Sewer Funds.

Mr. Rapozo: So, separate. This one, you maintain our own expenses?

Mr. Tschupp: Right and that is a difference that you will see probably in this account because it is the Sewer Fund, that there are things that are accounted for within the utility operation that might otherwise be more in the General Fund kind of category.

Mr. Rapozo: Mr. Chair.

Chair Furfaro: Thank you, Mr. Rapozo. So, clarify this for me. I would have much preferred to hear your rationale on the staffing needs for the Wastewater Plant in Waimea as being a directive you are waiting for from the Health Department. Is that how I should interpret it? I am serious, because you just said "it did not make the cut." Did you have the position in or not?

Mr. Dill: It was part of the discussion because we are aware that we will eventually have to have another employee there at the plant.

Chair Furfaro: Okay. I want to make sure that I understand what I am hearing, and because you do not have it in this particular budget, you are willing to let the Health Department comment on a deficiency rather than have it in the budget for the third or fourth quarter of next year.

Mr. Dill: That is the possibility, yes.

Chair Furfaro: That is your strategy?

Mr. Dill: Yes.

Chair Furfaro: I want to make sure, that is your strategy.  
Thank you Mr. Rapozo.

Mr. Rapozo: Thank you. Councilmember Yukimura.  
Mr. Chair, is it okay if we go to 1:00.

Chair Furfaro: That is fine. I have a 12:30 meeting. I am sorry.

Mr. Rapozo: No problem.

Chair Furfaro: Some of you are aware what I am discussing out of the meeting. But I will leave it with you and you take it where you want to take it.

Mr. Rapozo: I do want to wrap up Wastewater. So, let us try to wrap up no later than 1:00 and then we will come back and hit the afternoon calendar from 1:45.

Ms. Yukimura: The SCADA system which is, I learned, thank you, Larry, Supervisory Control and Data Acquisition. There is four million seven hundred thousand dollars (\$4,700,000) CIP item in the, is this the bond fund?

Mr. Tschupp: Yes, bond fund.

Ms. Yukimura: Is that paid back by the sewer users or is it paid by all the people of the island?

Mr. Tschupp: As a bond funded initiative presently, the utility, the Wastewater Division, Sewer Fund does the debt service on the SRF funded projects. We have not had a discussion about adhering this particular bond funded project to have it is funding repaid by only the sewer utility, at present. There may be something that...

Ms. Yukimura: You talked about, like the Golf Course, like sewers, like Solid Waste which are fee based systems, you talk about trying to make it more self-sufficient. If it is not paid back by the Sewer Fund itself, then it means that it is a subsidy and should be shown as a subsidy. I guess, the same question that we asked Buildings in terms of asset reserves, I think you do have a reserve, I saw in your budget. I do not know if it is used for as a replacement reserve or as an operating reserve.

Mr. Tschupp: No, that is more of an operating reserve. That is in the event of a major – like we lose some kind of pump station or something like that, then we have got a pretty rapid mechanism to respond.

Ms. Yukimura: Okay.

Mr. Tschupp: But it is not a replacement reserve in the sense that the discussion has been this morning.

Ms. Yukimura: I do not know what a life of a sewer treatment plant is. But I bet we are nearing it with our Wailua Plant or we have exceeded it and we are beginning to address that, I take it. But is the life so long that we do not think about how we are going to replace it when we come to the end of the life of a sewer treatment plant?

Mr. Tschupp: I have to relay back to when I was at Water Department and we were looking at possibly setting up a replacement reserve account for some of the assets that the Water Department had. At that time, and what I am about to say is that I do not have enough information to know all of the details. But I was made aware at that time that there are limitations on how government can handle, by law, some of those kinds of replacement accounts. Fund acquisition for replacements may be problematic under Hawai'i Statutes. Rather the approach that we have been using, I think, just as a general County position and certainly within Wastewater, is to identify the seeming deficiencies as they come up and try to proactively take care of them. Any public facility that is now forty (40), fifty (50), sixty (60), however many years old is undergoing a constant sort of infusion of repair/replacement, new capital expenditure type of activities. It is not like a car, that you go buy a car and at the end of its life you turn in the car. Now you have got concrete that has some finite life and you have steel that has other and you have machines. The life expectancy of the fundamentally equipment tends to be more like fifteen (15) years, but the concrete could be a lot longer than fifty (50).

Ms. Yukimura: I am just thinking that actually, the bond process is a way of taking out a loan and then people, over the time of the life of that, paying back. There is still the distinction of user versus overall County taxpayer that we need to think about philosophically.

Mr. Tschupp: True, and philosophically one (1) of those considerations in that discussion is to the extent to which the Operation and Maintenance of a sewer system is a County-wide benefit. I would make the case there are County-wide benefit to be derived above and beyond those of the immediate user or customers in the system.

Ms. Yukimura: Thank you. On your R-1 Distribution Grant, you said you have hired a Design Consultant. What is the scope of work for that?

Mr. Tschupp: We are in the process of hiring Design Consultant and going through professional services procurement processes.

Ms. Yukimura: So, once you hire, then you would hammer out a scope?

Mr. Tschupp: Right. We are in the scoping discussion, right now, with the consultant that we have tentatively selected.

Ms. Yukimura: At the last budget discussions a year ago, we discussed how R-1 systems are a C-Change or it is a real new aspect of sewage treatment or wastewater management and that there are many policy issues that have to be addressed. Who owns the water? Who charges what? How do you charge rates? Is this Design Consultant going to be addressing those issues and if not, who?

Mr. Tschupp: Included in the scope is a discussion or a kind of assessment, if you will, of what the utility, the wastewater , the R-1 distribution company utility, what that management structure should be. So, we are trying to put that in at the front end to be able to benefit from the best practices.

Ms. Yukimura: This Design Consultant, has expertise in best practices of R-1 systems?

Mr. Tschupp: We looked very carefully in the—I mean we ended up with a stack of documents this big from various consultants and we have gone through the screening process and have settled in on who we believe is the most qualified. They made their representations about their knowledge and experience. We are in a position to confirm some of that. I would like to say yes.

Ms. Yukimura: You are looking for an expert in best practices in R-1 systems and you are checking their representations to confirm that?

Mr. Tschupp: Yes.

Ms. Yukimura: Then lastly, you are showing in your fiscal year budget “other services” of seven hundred percent (700%) increase, you are going from one thousand dollars (\$1,000) to ten thousand dollars (\$10,000) and I just wondered what is behind that and in Fiscal Year 2013, you had eighteen thousand dollars (\$18,000) there.

Mr. Tschupp: Right. That was a budgetary provision made for part of our billing system and it is not something that we have made any changes in the past. Actually that eighteen thousand dollars (\$18,000) had been there for a while and we did some small expenditures in prior years, but that all ties to automating some of our billing processes. Although it was not identified specifically as that. It was "Other Services," which is not very illuminating as to a title.

Ms. Yukimura: You have abandoned the idea of doing billing with Water Department?

Mr. Tschupp: We have not abandoned that. I think that for quite a while, the Water Department was trying to sort out their changes to their billing system and they were not in a position to really take on the challenge of trying to integrate our billing system into theirs. I think it is a possible best solution, but not necessarily the best solution. There may be better systems. We really need to have further discussion with the Water Department, which I think we can do at this time now that they have actually gotten their system up and running.

Ms. Yukimura: Is that one (1) of your goals for the year?

Mr. Tschupp: I do not think we illuminated that as a specific goal.

Ms. Yukimura: Is it or is it not a goal?

Mr. Tschupp: The thing that I would like to say that we have accomplished over this last year is that we have managed to close the billing gap between when the services are rendered versus when they are billed. We had a significant gap in the amount of times a month between the service period and when we billed for them. We have accomplished closing that gap by sending out extra billings to the customers that were affected. I think that was the main thing that showed up as an audit concern, although the Auditors say in their suggestion about how to solve it. They said, "Go hook up with the Water Department and combine your billing." I think that they probably were focusing on a solution that maybe was not necessarily the best solution. I am not in a rush to solve a problem that no longer exists because we solved it this year.

Ms. Yukimura: Okay. But I think when we looked at it, there could be cost savings in terms of using the same system so that seemed to be something to look at in a system that you are trying to save costs.

Mr. Tschupp: I would agree that is worthy of looking at.

Ms. Yukimura: Water has recently gone to a monthly billing system too. So, even their lag time has changed significantly.

Mr. Tschupp: Right.

Ms. Yukimura: Okay. Anyway, that is not one (1) of your goals for this year?

Mr. Tschupp: It is not one (1) of my major attempts to try to resolve something.

Ms. Yukimura: But we will see it sometime in future?

Mr. Rapozo: Just say yes.

Mr. Tschupp: Yes.

Mr. Rapozo: Otherwise we will be here until dinner.

Ms. Yukimura: No, do not just say yes. Thank you.

Ms. Nakamura: Only if you mean it.

Mr. Rapozo: Okay, Mr. Bynum. You remember your question,  
Mr. Bynum?

Mr. Bynum: Yes, because I do not have many. Thank you for the presentation. I want to specifically get an answer about one (1) of the things that you wrote in here that you are working on. The odor mitigation in and around Wailua Houselots. What is the progress of that and the most important question, does it include the manholes near Kinipopo? If not, why not and what are we going to do about that because it is a half a project? If it does not include that, a manhole right in the middle of the business district that the people have been very, very, very patient about.

Mr. Tschupp: Thank you. I will tackle this in sort of two (2) different ways. One (1) is the first step, the thing that we have been engaged on mostly is over at the pump station across the street. On that, we have identified the equipment. We have gotten the vendor's proposal. We have gotten the approval of the Finance Director to proceed with a direct purchase. We are pretty close to inking a contract with that vendor to fabricate and ship the equipment. Meanwhile, we have also proceeded with our consultants' schematic plans for the site work needed to mount that equipment at the pump station. I am reporting some progress on all of that, not as quickly as I would have liked it to be at this stage. The vendor's, the supplier's terms and conditions have been a little bit tricky and we have had some legal discussion between our Attorneys and the supplier's standard Terms and Conditions of Sale. With respect to the Kinipopo side, I agree that that is – we have collected a lot more data now. We know the magnitude of odor and the sources and causes of odor over at the Kinipopo manhole side and we have also, I think, there is a couple of different approaches that may be a more cost effective, localized solution to that localized problem right there that may or may not be exactly the same solutions we are doing at the pump station.

Mr. Bynum: Well, Ed, as you know, this is not a new topic for you and I to discuss and six (6) years ago we talked about carbon baskets and other things you could do in the hole, which you did and it did not mitigate the problem. The business owners there are great. They are dealing with construction that over the last six (6) months, have lost some parking and they are okay with that, brought by and large the ones I am talking to. But that odor thing, I get my haircut there, I visit the bakery. When you go up to that bakery and you are competing with fresh baked goods and the smell of sewage, it is not very conducive to the bakery operation, I do not think. This is like a seven (7) or eight (8) year issue that I have not heard an answer to and I am not hearing a commitment to do anything about it now. If you are just going to put carbon baskets or whatever you tried in past that failed. Then there was this experimental program that put the bugs in the system sooner so some of the treatment was occurring in the sewer lines. I

do not know what happened with that, but I have been patiently, along with the business owners, trying to get a commitment from the County to address this issue. The first question I want to ask is did anybody go talk to the owner of Kinipopo because you said you may need some place to put the mechanism. Has anybody approached the owner?

Ms. Tschupp: We have not had that discussion with the property owner.

Mr. Bynum: Because if I approached the owner, that would be inappropriate, right? I would be crossing the boundaries if this was identified as a goal of the Administration? You know what I am saying? It is so tempting to call up the landlord and say, "You have the space over here, would you be willing?" But I am not going to do that because that would be inappropriate right, would you agree?

Mr. Tschupp: I am not sure.

Mr. Bynum: I am just not hearing an acceptable answer about when this long, multiple year problems is going to be addressed. Driving out of the Houselots, it is a real bummer to smell the sewage treatment there. But when you go to do business at these retail stores, to me, it is even worse.

Mr. Tschupp: Well, I do appreciate the frustration of both yourself and the community. The budgetary allocation to work on the problem actually came with last year's CIP Budget.

Mr. Bynum: When we had a briefing here, it was like we wanted to include Kinipopo and we will find out what our options are. I am not hearing anything new from that discussion seven (7) months ago, right? I hate to bug you about one (1) issue, but I at think it is an important issue for the business community there.

Mr. Tschupp: I can say that we have learned more about systems and what can be done. We have not settled in on a solution for Kinipopo at this point.

Mr. Bynum: What would you recommend to keep that as something we are actually going to move on and we are not here in five (5) years from now, when I will not be here saying, "Well, we have identified this problem."

Mr. Tschupp: Suggestion is to keep up with the soft pressure that you are applying in meetings such as this.

Mr. Bynum: Okay. Well, that has not always worked out and we will see during the budget things, there are things that I have been putting soft pressure on for five (5) years that are now set back six (6) more years. A bigger question is, I see one (1) project in our six-year CIP that would expand the customer base in Hanapēpē, that we have a plan to put sewer lines in. I assume those homes currently have septic systems, is that correct?

Mr. Tschupp: I am not sure what project that is.

Mr. Rapozo: Is that a CIP?

Mr. Bynum: It is in the six-year CIP.

Mr. Rapozo: We will get to that, Mr. Bynum with CIP.

Mr. Bynum: It is the Wastewater. Okay, then.

Mr. Rapozo: Unless you can answer that now.

Mr. Bynum: Let me reframe the question then. Do we have any plan in the future to expand the customer base and to bring more neighborhoods into wastewater treatment?

Mr. Tschupp: Yes. That shows up in two (2) ways. One (1) is with community growth and development by a subdivider and that is where we, the County, can say, "We have the capacity at the plant, build the lines, connect in." There is all kinds of structural things that make that desirable so that with a new subdivision going in on say Hanamā'ulu triangle or with some of the Grove Farm properties in Līhu'e, those are all predicated upon connecting to the existing wastewater system. The other approach is a lot harder because it involves going into areas that are not currently sewered and it involves a commitment to go forward with Capital Improvement Project, to lay the lines and connect those people. As part of the Strategic Master Plan, I think that the next step for the utility will be to start looking at here is a street that is a good candidate to do that kind of connection and some of those kinds of projects have been done in the past. A lot of the sewer system expansions in Līhu'e occurred that way. But we have been focusing more recently, on some of the plant improvement work and we are kind of coming to that point...

Mr. Bynum: I do not mean to cut you off but for the sake of time I get the answer. But I am thinking of neighborhoods like the Houselots. We are talking about a sewer main that drives right by the Houselots, but the Houselots is not sewered. It gets into this bigger issue of who is footing the bill for waste management? I think that may have been JoAnn's question. It was like, when we use bond funding, all the taxpayers pay for that, right? But you could argue it only benefits those hooked up to the sewer. The flipside is, those of us on septic systems are not paying sewer bills every week, right? I believe, and I think that was your point if I understood it correctly, is we are all responsible as citizens of this island to deal with the waste management in a way that is environmentally *pono*. Are we going to get the point that we do not allow new construction to put in new septic system, but new construction always – and are we ever going to retrofit those?

Mr. Rapozo: We will send that over in writing because we are running out of time. I think Mr. Bynum's question about retrofitting neighborhoods is not reflected in this budget anywhere, right?

Mr. Tschupp: That is correct.

Mr. Bynum: I will just close with this.

Mr. Rapozo: Go ahead.

Mr. Bynum: Hanapēpē's sewer system installation, two (2) sewer collection of un-sewered areas of Hanapēpē. It is in the six-year CIP plan for design in Fiscal Year 2015 and construction in Fiscal Year 2017. That is the first thing since I

have been in the County where I have seen a retrofit to sewer in existing neighborhoods. Thank you.

Mr. Rapozo: Thank you very much. I just have two (2) real quick questions and we will break for lunch. It pertains to page 4 on the budget, R&M building, R&M equipment. R&M building, this year, you are almost up to \$200,000 and Mayor's budget is sixty-five thousand dollars (\$65,000). R&M equipment, we are not done with the fiscal year yet nine hundred fifty-three thousand dollars (\$953,000) expenditures to date versus a budget request of five hundred thirty-eight thousand dollars (\$538,000). My question as far as R&M equipment, it says replace parts required to repair and maintain numerous mechanical and electrical equipment at pump station and Wastewater Treatment Plant. Due to the age of the equipment, breakdowns are occurring at increased frequency. Have those equipments been replaced?

Mr. Tschupp: What we have done with the R&M equipment over the years has been to try to – based on experience and the operator's knowledge of age and condition, to identify pro-actively, it is time to replace this pump. We have done a fair amount of that. This year, we have actually scaled back on that in a deferred maintenance kind of approach to try to reign in budgetary and be fiscally responsible.

Mr. Rapozo: Well, I just want to make sure there is enough budget for the R&M for sewer. I am looking at – it is a substantial reduction on both buildings and equipment.

Mr. Tschupp: Yes.

Mr. Rapozo: You are comfortable with that?

Mr. Tschupp: I think that we have tightened things up to the point where we are at the point where it would be hard to tighten it any more.

Mr. Rapozo: Okay. Last year, the budget was five hundred twenty-six thousand dollars (\$526,000) and up until now, I mean the adjusted budget was one million two hundred thousand dollars (\$1,200,000) and so far you have almost reached that. I just want to make sure you are comfortable with that substantial cut because we are not going to have the ability to go find money this year like we usually have.

Mr. Tschupp: I must say I am somewhat nervous about this year's fiscal budget.

Mr. Rapozo: I am nervous, too because we approved the Money Bills that come through and we approved the emergency repairs for your Department. I want to make sure that we are not cutting so much into areas that affect public health and safety. I will be sending over a question to you what you would feel comfortable with. I know that it puts you in a tough spot politically, but it is what it is and we need to know the real numbers because I do not want to fudge these numbers. I want to know what it is going to cost to maintain your system. So, that will come over in writing, I do not expect a response right not. It is 1:00, we will break for lunch. Please be back at 1:45 so we can continue. Just for the Councilmembers, when we come back, if the Chair is not here and if I am still here, we are going to do it differently. We are going to go around the table and each Councilmember will have one (1) question so each everyone will have an opportunity to ask. So, recess until 1:45.

There being no objections, the Committee recessed at 1:03 p.m.

There being no objections, the Committee reconvened at 1:47 p.m., and proceeded as follows:

Mr. Rapozo: The budget meeting will come back to order. Next up is Automotive. Unless Wastewater wants to stay, I would leave. Any questions of Mr. Dill while we are waiting for Automotive?

Chair Furfaro: I do, Mr. Rapozo.

Mr. Rapozo: Sure.

Chair Furfaro: As we go into Automotive, I would like to know – it seems that last year when visiting the shop, we seemed to be having some difficulties with the trucks associated with our automation for pickup and I do not know if we ever heard how that was going to be resolved or is resolved? Was there a time and exposure issue that the trucks were delivered earlier than we began using them? Was there a manufacturer's briefing that had to be done with our teams that were on the road? What would you be able to share with us regarding the mechanical issues with the automated trucks and is that issue from last year resolved?

Mr. Dill: I not sure exactly what the issue is. I am aware though, that in our initial order of automated trucks for automated refuse collection, that the trucks arrived some period of time before we were able to put them on the road. I believe we had not concluded negotiations with the Union in order to implement the automated collection. So, the trucks did sit for a period of time and during that period of time, I believe rats got into the hydraulics and did some damage to the vehicles.

Chair Furfaro: You mean like they ate the hydraulic hoses?

Mr. Dill: Do you not have any more detail on that?

Mr. Tabata: Hydraulics and electrical wiring. They nested in areas where we could not get to without removing major panels. They nested and gnawed away mostly at the wiring. We were getting intermittent shorts and we are still dealing with some of that, but most of that is behind us now.

Chair Furfaro: Okay.

Mr. Tabata: And since we have one hundred percent (100%) redundancy at this time, we have been able to turn over the vehicles back out and get them back on the road.

Chair Furfaro: Was it necessary for us to contact the State's Vector Control to treat any nests or anything by the base yard?

Mr. Tabata: No, we just moved the vehicles from where they originally where. We did not know they would be invaded, so to speak, and so now we ensure we park the vehicles in areas more away from possible threat.

Mr. Dill: But we did address some Vector Control issues at the same time when we knew of that.

Chair Furfaro: Are you satisfied?

Mr. Dill: Yes.

Chair Furfaro: And the problem has not been reoccurring?

Mr. Dill: Correct. I will say that automated collection is still relatively new for us. So, to some degree we are still getting to know these trucks. We have been having discussions about – we are finding out that when you have a double axel vehicle we get a lot more tire wear than we do for a single axle vehicle. So, having discussions about should we be ordering trucks with single axle versus double axel? When you order the bigger trucks, of course, they get much lower miles per gallon. So, we are looking at should we get a twenty-eight (28) yard truck with a double axel or should we get a twenty-two (22) yard truck with a single axle, that gets better mileage but has to make more trips to the transfer station to unload. So, we are looking at all of those things with these trucks as we learn more about them.

Chair Furfaro: You are looking at all of those variables and at the end, how many trucks will we have, Larry?

Mr. Dill: At the end, we are looking to complete automation and actually you do not see it in the March submittal, but you will see in the May submittal. We currently have six (6) full sized automated trucks, and as Lyle mentioned that is three (3) on the road and three (3) backups. I think we were a little conservative in doing that, partially because it was a new thing for us so we may have been conservative in our estimate for have a one-to-one backup. What we are looking to do now is complete automation where we will have six (6) trucks on the road and we are probably going to go with a fifty percent (50%) backup. So, one (1) truck backup for every two (2) on the road.

Chair Furfaro: Just in closing because I will let Mr. Rapozo, as the Vice Chair of the Committee of the Whole continue because I am dealing with some phone calls and appointments on some other items. I have had three (3) questions today and you know that every question that you have responded to me, this is the common theme, “It is not reflected in this budget, but will be part of our May 15<sup>th</sup> submittal.” I thought on all of my instructions to the Administration, we were going to try to put as much upfront in this budget so that we can look at everything as a whole.

Mr. Dill: Well, I think this is the first time I have said that. I know we talked about the Wastewater Treatment Plant Operator, that would be actually we are looking at Fiscal Year 2015 budget, not the May submittal for Fiscal Year 2014. I am sorry, I do not recall the first item that we discussed that you are referring to.

Chair Furfaro: Well, I will share it on my notes.

Mr. Dill: Okay.

Chair Furfaro: My point was with the Wastewater Operator is, you should have gave us the answer the first time where it is not necessary right now. The way you gave it to me, it was removed. It was removed is how your response was.

Mr. Dill: Okay, well I might have characterized it better than for clarity.

Chair Furfaro: Well, I hope I am the only one who has questions that is saying, "You will see the corrected answer in the May 15<sup>th</sup> submittal." I thought we were going to really put as much needs assessment in this first round.

Mr. Dill: I will say for Public Works, the inclusion of the automated trucks is the only item, I would say, that we are contemplating at the moment that would be different between those two (2) submittals.

Chair Furfaro: I might hold you to that, Larry.

Mr. Dill: That I am currently contemplating.

Chair Furfaro: You are contemplating the only two (2) you have.  
Thank you, Mr. Rapozo.

Mr. Rapozo: Thank you, Mr. Chair. Councilmember Yukimura, did you have a question?

Ms. Yukimura: Yes, I did actually. In terms of storage of our trucks to prevent that kind of damage from happening again, we have paid attention to it. Though I suppose if a rat tried to make a nest again, they would be killed the next day and part of it was because of extended lack of use or something like that, that the problem was caused by?

Mr. Dill: Yes.

Ms. Yukimura: But in the same way that we are having to think about the base yard for buses and storage of buses, the issue of the storage of those trucks is addressed?

Mr. Dill: Yes.

Ms. Yukimura: And they will be where, at the base yards?

Mr. Dill: I do not know where the trucks were stored.

Mr. Tabata: They are stored at the two (2) base yards right now that we have implemented, automated.

Ms. Yukimura: We do not have six (6) yet or we will?

Mr. Dill: No, we currently have six (6).

Ms. Yukimura: We are at the complete level?

Mr. Dill: No. We are currently approximately half automated island-wide and so we have three (3) on the road with three (3) as backups in order to accomplish that. When we get to complete island-wide automation, we would need to have six (6) on the road, but instead of having six (6) backups, we plan on three backups. So, one (1) backup for every two (2) on the road.

Ms. Yukimura: Thank you.

Mr. Rapozo: Any more questions? Mr. Kagawa.

Mr. Kagawa: We can just maybe let Dwayne do his presentation.

Mr. Rapozo: We have a tape change coming up in a couple of minutes. Let us take a very short recess for tape change.

There being no objections, the Committee recessed at 1:56 p.m.

There being no objections, the Committee reconvened at 2:00 p.m., and proceeded as follows:

Mr. Rapozo: Budget session is called back to order.  
Mr. Kagawa had a question, Larry before we get into Automotive.

Mr. Kagawa: I do not know if Dwayne wanted to do a summary or are we just going into questions?

Mr. Rapozo: Is your question pertaining to the Automotive?

Mr. Kagawa: Yes, it is.

Mr. Rapozo: Okay. Why do we not let – you can go ahead and do your overview.

Mr. Dill: If I may, I would like to respond to a question that was asked earlier during the Building Division's presentation about the Police Station roof status. I will just read back to you the information I have, that bid package for construction is currently being reviewed by Purchasing. So, it is over with them now. Tentatively it will be out to bid mid April to early May with award mid to late May. We expect contract execution late June to July, actual construction will then be in August to December. It is in the Operating Budget and the basic bid includes air conditioning (AC) chill coil replacements, flat roof cording with hydro-stop, repairs and replacement of metal roof hip a parapet wall, flashing replacement of deteriorated gutter sections, additives including recaulking of pitch break and roof panel cuts, cap and pitch break cuts, and adding access control hardware to the Chief's office lobby door restroom tile restoration. So, hopefully that answers the question and negates the need for a question going across.

Mr. Rapozo: Thank you very much.

Mr. Dill: You are welcome.

Mr. Rapozo:  
for our captioner.

Go ahead, sir. If you could just state your name

DWAYNE ADACHI, Automotive Repair Shop Superintendent: I will just give you a brief overview of this year's budget. The mission of the Automotive Division is to manage and maintain the equipment and vehicle fleet of the Department of Public Works as well as other County of Kaua'i Agencies, enabling the County to provide core services to all communities. Some of the goals our Division has is modernize the County's vehicle equipment fleet providing all Agencies with reliable and efficient vehicles and equipment, allowing the County to operate effectively, offer support and disaster relief services to all Agencies and the community in emergency situations, and provide vehicle and equipment maintenance and support for all Departments and Agencies to ensure a safe environment for both employees and public citizens. Some of the successes and achievements we had over the past year, we have been successful in meeting the demands and requests of the various Departments and Agencies in the community in regards to equipment supply and vehicle and equipment maintenance and repairs, despite our inadequate facility conditions and staffing issues. We were able to procure some new vehicles and equipment to modernize the fleet and keep the County operating efficiently, such as Utility Trailers, Rotary Mower Decks, flail attachments for excavators, refuse trailers, one (1) bushwacker, Skid Steer loader, a few hybrid vehicles, and one (1) bushwacker for the Parks Department. Some of the challenges we face is meeting the demands and requests of the many different Division, Department, and Agencies we service on a daily basis as the County continues to grow and expand. Also, timely hiring of fully qualified replacements for personnel vacancies, and operating efficiently and effectively within our limited space has become a daily battle. The vehicle equipment inventory has increased by thirty percent (30%) over the last thirty (30) plus years and continues to grow. Some improvements we have made last fiscal year was our renovation to convert a two (2) vehicle service bay into a three (3) vehicle bay. This involved relocation of a supporting column that was directly in the middle dividing the space into two (2) equal portions so we moved the column to one side to allow two (2) vehicles on one side and one (1) on the other, so we can fit three (3) vehicles now in that space. Another project we have underway right now is the design – actually it is a design and construction, but it is still in the design phase right now of one thousand five hundred (1,500) square foot second floor storage area that will allow us to move materials, tires, spare parts, and accessories to this upper floor and free up a lot of space right now on the ground that we are using to store all of these things. Upcoming initiatives is we have continue to update the fleet with energy saving, environmentally friendly vehicles and equipment, analysis of manpower needs, and addressing need for transitioning from retiring employees to new hires, analysis of workplace facility capacity, identify performance metrics. For example, Repair & Maintenance service interval on time completion is currently eighty percent (80%). Average vehicle and equipment repair turnaround time is average four (4) days and we are trying to reduce our industrial accident rate, we currently average one (1) per year. Right now in the process of purchasing and installing a new computerized fuel management system to replace the obsolete and inadequate system that we have right now. The manufacturer has two (2) months to complete that project.

Mr. Rapozo:

Are you done? Mr. Kagawa.

Mr. Kagawa:  
rule we said before lunch, one (1) question?

Mr. Chair, before I start, are we sticking to the

Mr. Rapozo:

Yes, unless the Chair decides to...

Chair Furfaro: I have given you the floor.

Mr. Kagawa: But do we have another chance, should we go around?

Mr. Rapozo: Oh, yes.

Mr. Kagawa: Oh, thank you. I have no pressure I picking my good question. *Mahalo*, Dwayne, very alarming things that you brought up, huge increase in vehicles that you folks have to service and yet your Department is pretty much the same size. Those are one of the concerns I have heard from some of the workers down there. They said, "Ross, we could use an extra mechanic or two." I guess, my one question for now is you have had a big reduction in salaries as far as this worksheet. It goes down, and it is because of this reduction for services to other Department and Divisions, one hundred eighty-one thousand three hundred forty-four dollars (\$181,344). What is that line and what positions does that...

Mr. Adachi: Actually, what that indicates is, what we plan to do next fiscal year, is directly charge Divisions and Departments for repairs that we do, we make on their vehicles. Actually the funding is just being dispersed throughout the County rather than have me, my budget, handle all the expenses for that. So, we will be just charging. We have already notified the various Divisions and Departments to create a budget for vehicle repair/equipment repair.

Mr. Dill: Dwayne's Department is funded by the Highway Fund. So, this is in response to the audit that occurred and found that we should be funding only Highway fundable items with the Highway Fund and it turns out many other Department were being subsidized, if you will, by the Highway Fund. So, that is addressing the auto requirement that another Department needs to pay for their own gas, pay for their own vehicle repair, things like that. So, that is why you see a drop in Dwayne's, because is only funding because he is no longer funding those things. He is only funding the Highway Fund related items.

Mr. Kagawa: Follow-up question to that. You came up with that number as an estimate as to percentage of how much time your workers are working on cars that are not related to Highway Fund?

Mr. Adachi: Right.

Mr. Kagawa: Very good, thank you. I will save my questions for later.

Mr. Rapozo: Any follow-up questions to the reduction? Thank you. Go ahead, Mr. Chair?

Chair Furfaro: This recommendation came from the Auditors? Could I anticipate something coming from Finance to show us in a future discussion how these cost centers/profit centers are going to be keeping track of this? I would just like to share that now. I think it is an excellent idea, but I would like to know what is our plan in actually doing the accounting for these cost credits?

Mr. Dill: Basically it is twofold, to answer your question. One is simply the purchase of fuel products and with the new fuel master we will be able to...

Chair Furfaro: I am okay with that.

Mr. Dill: Okay.

Chair Furfaro: I want to talk about the servicing of vehicles that are not associated with the Highway Fund. What is going to be the accounting process of that? I am not expecting you to have that answer right now, but I think we need to have a future discussion.

Mr. Dill: Well, the basis of it will be that we have a Work Order System in place. So, the Work Order System tracks all equipment, materials, labor, and supplies that are used against any effort. If another Department sends a vehicle for repair with a scope of work, Dwayne tracks all of those things to go against that and the basis, that will be the accounting.

Chair Furfaro: I understand that. But if I took my car to King Auto Center, I get an itemized breakdown of what they did to service my car. I would not expect them to do that off of a Work Order. I mean, the Work Order ticket asks for the work and accordingly. That is great, we are turning around these things in four (4) days. But what about the details for the work that is done? How is Accounting going to handle that because that will involve Purchasing, that will involve manpower, changing filters, those things have costs. I would like to have a little bit more information. I think it is a great target, but I would like to understand how you are going to do it, I think, rather than just by a Work Order.

Mr. Adachi: But basically, what you just stated, most of that would be reflected on the Work Order and that basically, is what is going to get charged back to the Department, labor and parts.

Mr. Dill: The Work Order request as you are stating, comes in very simple to us. But when we respond and complete the work, we add all of that information back on. We are tracking that. We have that information.

Chair Furfaro: Okay. Well, maybe that will come up again in Accounting. First time I have heard it. First time I have been able to frame the question. I like what you are doing. My compliments to the shop for turning equipment around in four (4) days. That is to you folks, congratulations on a short turnaround. But when we start allocating costs to other Departments, I want to make sure that we are doing it fair and it is detailed and it could survive an audit trail at the same way. Thank you. Thank you, Mr. Rapozo.

Mr. Rapozo: Thank you, Mr. Chair. I guess it will be treated as an auto shop. So, you get a Work Order. Basically I put in, "brakes squeaking." You folks take the car or truck and you do the work. Then when Department gets the bill, you will have the breakdown that the Chair is asking about?

Mr. Adachi: Exactly.

Mr. Rapozo: Okay, and that will show up in each Department's budget as "auto maintenance costs?"

Mr. Adachi: Well, initially they might just get the cost for the repair, not the breakdown. That would be reflected in the individual Work Order.

Mr. Rapozo: I understand. But as far as the budget is concerned.

Mr. Tabata: I think the mechanism is going to be a journal entry.

Mr. Rapozo: But as far as the budget...

Mr. Dill: Each Department was responsible for budgeting for their own auto maintenance and fuel.

Mr. Rapozo: We should be able to see that line item as a new line item in each Department and they should have a pretty good idea, based on the work that you folks have been doing. I would assume that they are going to call you and say "Dwayne, send me all the Work Orders we had in the last couple of years so we can see a trend, so we kind of have an idea what it would cost us." I would assume, and I have not seen it, I have not really looked for it because it is new. But I would assume that the Police Department and Department of Parks & Recreation would have a line item that says "Auto."

Mr. Tabata: Part of the budgeting process, Dwayne and his Clerks did a breakdown for every user and Department.

Mr. Rapozo: So, they have the information?

Mr. Tabata: They were given that information ahead of time.

Mr. Rapozo: Okay.

Mr. Tabata: Yes.

Chair Furfaro: Mr. Rapozo, may I? So, you are telling me that this is going to be handled by a journal entry at the end of the month?

Mr. Dill: I would defer to the Department of Finance about how they work that.

Chair Furfaro: Therefore, I will put my question to Finance later. Gentlemen, thank you, you have given me a good idea how this will be covered. Thank you. Thank you, Mr. Rapozo.

Mr. Rapozo: Thank you very much. Did have you a question Councilmember Nakamura?

Ms. Nakamura: Yes.

Mr. Rapozo: Go ahead.

Ms. Nakamura: Thank you, Dwayne, for your presentation. I think what I am most impressed about is the performance metrics that you added to your presentation. I think in talking to Finance, it looks like that is the direction that we want to move with these budgets. Hopefully, in the future is to have performance measures. I think that if we could have every Department doing this level, it really makes this level of detail – I think it holds everybody accountable. You may not reach it all the time, but at least it is a great goal to have. I wanted to just ask you on the refueling fuel management, did you say that it is probably going to be complete or in place in May?

Mr. Adachi: Can you state the question again?

Ms. Nakamura: On the refueling purchase and install new computerized fuel management system, when did you say it was going to actually be?

Mr. Adachi: The contractor was given the Notice to Proceed a few weeks ago. So, he has sixty (60) days to complete the installation. I would say by the end of May, the third week in May he should be complete.

Ms. Nakamura: Thank you very much.

Mr. Adachi: One more thing to go along with what you said about the performance metric. I have a handout that you folks can look at. It is a summary of our monthly production rate. So, it shows how many times we had hit that eighty percent (80%), how many times we missed. It all depends on the nature of the job. Sometimes we get jobs that last three (3) weeks, four (4) weeks.

Ms. Nakamura: Thank you very much for doing this work. I know tracking data takes a lot of effort, but this is really good information. Thank you.

Mr. Rapozo: Thank you.

Mr. Tabata: If I might add to Dwayne's credit, every week he sends me his operation backlog and I circulate it to the major users including Kaua'i Police Department (KPD) who requests an update and we pre-send them the following week's schedule along with that for maintenance. Dwayne is doing a very good job.

Ms. Nakamura: Great work. Thank you.

Mr. Rapozo: It is definitely an improvement over several years ago. I know I would get a lot of complaints, mostly from the Police Department and I have not had any complaints, really. Congratulations, eighty percent (80%) is a great number. I like the four (4) day turnaround, that is better than you can get in a shop, really in some of these jobs.

Mr. Adachi: Some days we can, some days we cannot.

Mr. Rapozo: I understand. But an average so that is a good number and of course, the one (1) industrial accident, we would like to see zero (0). But we have to be realistic and obviously you run your shop well, a safe shop. So, congratulations. Mr. Hooser.

Mr. Hooser: Yes, thank you. Following-up on Councilmember Nakamura's question about the fuel software systems. Is that going to be installed and working in May?

Mr. Adachi: The contractor has sixty (60) days to finish, install, and get the system running.

Mr. Hooser: Will people need to be trained, will it go into effect immediately?

Mr. Adachi: Basically it is not much different from what we have in place right now. It is a more modern version and it is supposed to be more trouble free, more reliable.

Mr. Hooser: Myself, and I think Councilmember Kagawa have never really been briefed as Councilmembers on the gasoline issue. I know there were issues of managing it and some abuses, if will, that involved I believe, this Office as well as Board of Transportation. Will this new system address those issues, will they keep those kinds of issues from happening again?

Mr. Adachi: Well, basically the issues arise when the system goes down and we need to switch back to manual and that involves manually keeping logs, logging transactions in the County for fuel disbursement, and that is where we run into the problem. Hopefully this system will afford us more up time than down time and eliminate the problems that we ran into for the past year and a half with this old system. We are looking forward to getting the system running.

Mr. Hooser: When the system does go down, are there any changes to policy or procedure as a result of the issues that happened a little while?

Mr. Adachi: Basically, we probably expect to run into the same type of problems. Once the computer system goes down, we can only revert back to manual entries and that is the backup plan right now.

Mr. Hooser: But whoever is doing the manual entries, have they been briefed or educated or reminded on the importance?

Mr. Adachi: It is a constant battle to get people to remember what the procedures are and what needs to be done.

Mr. Hooser: Are there repercussions for those that forget too many times? I am serious, it is clearly an issue people are concerned about. I understand manual, people forget or do it wrong. But are there any repercussions or systems in place to get better?

Mr. Adachi: The full fueling sites, they have been cooperative and trying to do the best they can in keeping manual entries. We hope to minimize the issues that arise in the past few years.

Mr. Hooser: I believe that the system allows for Global Positioning System (GPS) tracking, is that correct?

Mr. Adachi: No. That is a totally different system that we need to add onto this. All this tracks is fuel disbursement. It tells you where the fuel went and who put the fuel in the vehicle.

Mr. Dill: The GPS would be an add to this system.

Mr. Hooser: GPS, just so everybody in the public understands, that would mean that County would have a record of where County vehicles are and where they go. Again, the public is concerned that people are taking their cars home unnecessarily or whatever. The GPS system would give a hard record of County vehicle use by everybody. Are there any plans to implement that?

Mr. Adachi: Not right now.

Mr. Dill: Not with this budget.

Mr. Hooser: How much would that cost to implement?

Mr. Adachi: We have not done any cost estimates in that area.

Mr. Hooser: Mr. Dill, did have you any input on what the costs might be?

Mr. Dill: Not at this time, no.

Mr. Hooser: Okay, thank you very much. Chair, I think at some point I would like to get...

Chair Furfaro: I will clarify something for you right now. Amy Esaki is working on an Executive Session posting for the purpose of addressing issues with fuel including our own.

Mr. Hooser: Okay.

Chair Furfaro: That is dialogue going back and forth between the County Attorney's Office and the Chair and we will be having a briefing on these policy changes and implementation and part of that will also include a discussion about consequences. I would just like to leave it at that.

Mr. Hooser: Chair, you have many, many talents and I discovered that mind reading is one (1) of your skills also. Thank you, that is exactly what I wanted to know.

Chair Furfaro: You will see that posting within the two (2) next weeks, I think.

Mr. Hooser: Thank you. Thank you, Chair Rapozo.

Mr. Rapozo: Thank you. I just have one (1) follow-up question as it relates to the contract that we have with the vendor. Do they guarantee us a certain percentage of up time? Especially in the electronic world, the computer servers, when you

want to put your website online, they guarantee ninety-eight percent (98) / ninety-nine percent (99%) up time number, is that in our contract?

Mr. Adachi: We did not get a guarantee from the contractor. But from speaking to the companies in the State, the companies in the State that repair fuel management systems, there is just a handful of people that do this type of thing and the feedback I get is that they spend ninety percent (90%) more time fixing everybody else's system than the system that we bought because this system rarely fails. He would say maybe ninety percent (90%) up time, ten percent (10%) down time.

Mr. Rapozo: But that is not in the contract though? So, in other words, if they go down to seventy percent (70%) that we have no recourse, that is not in your contract?

Mr. Adachi: No.

Mr. Tabata: Actually, one (1) of the added benefits is this is a new system and the old system was obsolete and we could not get parts anymore. So, this will have a lot more backup capability in the State because there are other users and as Dwayne mentioned, the up time has been tremendous.

Mr. Rapozo: I definitely agree that the current system was obsolete. But that is Fred Flintstone/Barney Rubble kind of system compared to what is available. On the new system, will the individual employee, is it an electronic system where they use a card that is assigned to them?

Mr. Adachi: We would issue each an employee identification card and the computer would track who is operating the vehicle and what vehicle it is.

Mr. Rapozo: Unlike the system now where you could punch in any four (4) digits and the pump will go. So, that is going to be corrected?

Mr. Adachi: Right.

Mr. Rapozo: Okay. Any other questions as it relates to the fueling system. Any other new questions? Councilmember Yukimura.

Ms. Yukimura: First of all, I just want to say as I told you before lunch Dwayne, your overall initiatives, you are the only Division that had completely new statements for this year over last year. I do not know if that is the reason you have shown so much – if it is related to the amount of achievement that we see in your Division? Last year, the issue of work space was a real dilemma as we heard it and you have moved very progressively to change that situation within the limits of your resources. So, to go from two (2) bays to three (3) bays, do a second story for storage which will clear up your first floor, to move small equipment to the Transportation, and then to have this kind of statistics or indicators about performance so that we know you are tracking and measuring, that is all really commendable. I am really pleased. My only question is about your spreadsheet where you show training, a huge increase in training, which to me is just a positive. But I thought maybe you could explain some of that. Then you have Worker's Compensation Medical which is a really big jump, not from last year's budget, but previous years' budgets and I just wondered if you could explain those two (2). Actually the jump is not from last year's budget, but from Fiscal Year 2012.

Mr. Adachi: The Worker's Compensation?

Ms. Yukimura: Well, both training and Worker's Compensation show big jumps.

Mr. Adachi: It is still the same as last year.

Ms. Yukimura: Yes, it is. Like I said, it is not about last year's budget because we do not have actuals. We only have actuals from 2012. If you want to explain how it jumps from one thousand four hundred dollars (\$1,400) to fifteen thousand dollars (\$15,000) last year, that is good too.

Mr. Adachi: The Worker's Compensation?

Ms. Yukimura: Yes.

Mr. Dill: Councilmember, I think we will have to get back to you on that one.

Ms. Yukimura: Okay. The training shows a big jump too from 2012.

Mr. Adachi: Actually, we stayed the same. We had three thousand dollars (3,000).

Ms. Yukimura: From 2013, yes. From last year to this year is the same.

Mr. Adachi: We added training for mechanics because we were paying to send mechanics to training classes at night. But there has been a reduction in the availability of the training classes that we can send mechanics to so we have not been expending the funds.

Ms. Yukimura: There is a reduction at KCC, is it?

Mr. Adachi: Well, it has to do with the demand for training with us and the private sector because normally people have to arrange for somebody come down here, pay that person to come down here and train the people, and there has to be enough popularity, people who will attend and make it feasible for the person to come down here. I guess with the way the economy was the last few years, people were cutting back on that kind of thing. Hopefully in the future we have more opportunity to send people to training and make use of that.

Ms. Yukimura: This is heavy machinery repair or just mechanical?

Mr. Adachi: Some automotive things that would be applied to equipment, too. The training can be a cross training between auto mechanic and heavy mechanics.

Ms. Yukimura: Is it sponsored by the Community College or is it separately?

Mr. Adachi: It is by the local part stores.

Ms. Yukimura: I see.

Mr. Adachi: It helps them, too.

Ms. Yukimura: Yes.

Mr. Adachi: Drum up business.

Ms. Yukimura: Okay, thank you very much.

Mr. Dill: Councilmember Yukimura, if I may. On the Worker's Compensation question, I can tell you through six (6) months of this current fiscal year we have incurred over five thousand dollars (\$5,000) and I am not sure if that is expected to be a long-term situation which is perhaps why we budgeted that amount. I will have to get back to you. But I believe that is what is happening.

Ms. Yukimura: Alright. Thank you.

Mr. Rapozo: Thank you. If I remember correctly the training was increased because of the new equipment, the hybrid vehicles, and the automated vehicles, if I remember correctly from discussions in past budgets.

Mr. Adachi: Right. We were trying to prepare for that, but then the opportunities to send people to training decreased.

Mr. Rapozo: I see. Any other questions? First time questions? Mr. Chair.

Chair Furfaro: I just want to tell you how very pleased I am on this aging report for vehicles. I mean, it is exceptional how many vehicles are coming in, how long they were in the shop, and so forth. If this template could be used in Public Works for things that are out for repair and so forth. I mean, my compliments, well done. If you could use this scheme for other facilities that are out of order and so forth, it is probably exactly what we have been looking for, Larry.

Mr. Tabata: We do have a report for Building Division, Maintenance.

Chair Furfaro: You do?

Mr. Tabata: Yes.

Chair Furfaro: Well, I would love to see it when the next time permits.

Mr. Tabata: Okay.

Chair Furfaro: Thank you.

Mr. Rapozo: Thank you. Mr. Kagawa.

Mr. Kagawa: Dwayne, one (1) of the things that have been brought up to me from some of the workers is that they are concerned about the duties you have to maintain and fix the police cars. It was brought to our attention during the pre-budget meetings that the plan from the Administration was to save money and not purchase new police vehicles in this fiscal. So, we might be running our cars pasted the normal date of turnover for the cars which brings out a concern that there might be more repairs that might be needed. I do not know if you folks are concerned about that. What is your take on their decision and where do we go from here?

Mr. Adachi: It is something that we pretty much have to do what we have to do. If they take away funding to purchase new vehicles, only stands to reason that we increase the funding to repair the vehicles. The amount of space we have within that facility we operate out of, it is not possible to add more mechanics because there is no space to operate. You cannot add bodies if there is no place to allow that person to perform his work. We are handcuffed pretty much.

Mr. Kagawa: What do you think about the new – I think we are thinking in the future of following O’ahu, in the program where the Police Officers will buy their own vehicle, maintain their own vehicle, and we will pay them based on – and Darryl, the need is on you folks and you folks can focus on Public Works side. What do you think about that?

Mr. Adachi: That is a possibility, yes.

Mr. Kagawa: I also agree that might be the right way to go. I know with Mike Layoso before, it was a battle trying to see which cars we can fix and keep going. I know that it places a lot of burden on you guys because the Policemen really need the cars back soon. That is their job, to have the vehicles.

Mr. Adachi: If we stop purchasing vehicles and equipment we are going to run into that same situation the next couple of years.

Mr. Kagawa: Thank you, Dwayne.

Mr. Rapozo: Thank you. I have always been a very strong advocate of the Police having their own mechanic shop because it is their function. Obviously, this year is not the year to even entertain that right now just because of the budget situation. But definitely something I would like to see happen in the future. We understand your plight and like you said, it is what it is and we have to make the best of what we got. I know with the Police Department now and their take home car program, the cars are much better maintained because it is assigned to one (1) Officer. So, it is not running the twenty-four (24) hours like it used to. So, we have seen some improvement there. But the fact remains that these vehicles are run hard and they are run constant and they put on a lot of miles.

Mr. Adachi: It is just the nature of the job.

Mr. Rapozo: I am sorry?

Mr. Adachi: It is the nature of the job.

Mr. Rapozo: Yes. So, we can only hope that the resources are there to make sure that those vehicles are safe and available for public safety. Anything regarding that? Councilmember Nakamura.

Ms. Nakamura: I have a question about the budget relating to diesel. I noticed that there is a pretty significant decrease in your budget line item over last year. I wanted to ask you, does this include diesel for the buses or is that separate?

Mr. Adachi: No, Transportation has their own budget for fuel.

Ms. Nakamura: Okay. So, what explains the decrease?

Mr. Adachi: We did the same thing with the parts and repairs. We distributed the costs among the other Departments and Divisions.

Ms. Nakamura: Okay, great. Thank you.

Mr. Rapozo: Any other questions regarding the diesel? So, we will see an increase in other Department's budget for diesel. Any more questions? If not, thank you very much, sir.

Mr. Adachi: Thank you. Thank you for your support.

Chair Furfaro: Congratulations on an effective year, too.

Mr. Adachi: Thank you.

Mr. Rapozo: Alright, Highways. Oh, go ahead.

ERNEST W. BARREIRA, Budget & Purchasing Director: Councilmember Kagawa, just to clarify the vehicle situation for the Police this year. We will be acquiring a total of twenty-five (25) vehicles, ten (10) new cruisers which will come up by way of lease financing and fifteen (15) by way of the subsidized program. So, we are purchasing emergency vehicles this year. Even though we want to expand the life of the fleet, we have acknowledged that the emergency vehicles do have the higher standard of accountability. So, we are trying to replace as many as we can based on affordability for this year.

Mr. Kagawa: Follow-up question.

Mr. Rapozo: Go ahead.

Mr. Kagawa: Thank you, Mr. Chair. On the leased vehicles, we are talking about police vehicles, correct?

Mr. Barreira: Yes.

Mr. Kagawa: So, there is a high risk that there will be some dents to it. Do we have to pay for the dents? I know when we own it, if we put the dent, it is up to us whether we fix it. But I think when we lease it, we have to return it back to its original state, right?

Mr. Barreira: Let me clarify, it is actually a lease by way of monthly payments. But we own the vehicle outright. So, there is no provision. It is not similar to that type of situation where the company or the bank institutional will actually own the vehicle. We make lease financing payments toward the vehicle as a way to limit our debt service on that purchase. But I am not aware of anything in the Lease Financing Agreement that mandates a certain level of maintenance, although it is governed quite strictly by Dwayne's operation.

Mr. Kagawa: Thank you.

Mr. Rapozo: It is actually a Lease to Own Program.

Mr. Barreira: Yes, sir.

Mr. Rapozo: At the term of the lease we own the vehicle.

Mr. Barreira: We own the vehicle.

Mr. Rapozo: Unlike your standard leases.

Mr. Barreira: And unlike our copiers.

Mr. Rapozo: Which cost as much as the car.

Chair Furfaro: Follow-up question.

Mr. Rapozo: Mr. Chair.

Chair Furfaro: Yes. When we get to a point that we look for salvage credit on these vehicles that have expired in their time, how are we handling the credits for the sale of these vehicles and where does it appear in the budget?

Mr. Barreira: You are talking about our auction process,  
Chair?

Chair Furfaro: Yes, salvage credit.

Mr. Barreira: Yes, essentially, I will double check on where it is actually allocated. But as I mentioned to Councilmember Rapozo last week, the auctioning is something that we try to do once a year.

Chair Furfaro: I heard that. I was here last week.

Mr. Barreira: Very good.

Chair Furfaro: My question is where will it appear?

Mr. Barreira: It appears in the General Fund. It is realized into the General Fund.

Chair Furfaro: Okay.

Mr. Barreira: It is unfortunate because of the high depreciated value of the items that we sell, it is not a large amount of money. But every little bit helps of course.

Chair Furfaro: Especially when we have two (2) years of it to credit.

Mr. Barreira: Yes, sir.

Mr. Rapozo: Thank you very much.

Mr. Barreira: Thank you.

Mr. Rapozo: Highways. Go ahead and do your presentation and then if we could follow the template that was provided to us. We will start off with Roads Administration and so forth. But you have the floor sir.

EDMOND P.K. RENAUD, Chief of Field Operations & Maintenance: I am going to go straight over to goals. Our goals are to keep the roads and bridges safe for public use, to anticipate and address road, bridge, and drainage needs, to make the best and most efficient use of the Division resources, to improve internal and public communications, and to install pride in the jobs that we perform. I am going to go to success and achievements. Implementing the improvement in the recording and tracking of public complaints has improved, responses and accountability through the Maintenance Management Information System (MMIS), which is the roads maintenance information system and that has been working out perfectly well without consulting with our people. This is going all the way down to the District Road Overseer (DRO) and their number two supervisor, selective other supervisors below that grade and also our Clerks and our Office – our Administrative Assistant person. I guess she is the Clerk of works and everything else. She is involved in it and also a person from Roads Administration that is the Administrator of this. So, this way nothing changes. Just a little bit about this program. This program, if a complaint comes in. We have it for complaints and we have it for Work Orders, scheduling, and planning, the whole thing. When we get through a year, we are going to know for example, if we want to know what is on Rice Street we will know everything that we have done out there, labor, material, costs, bottom line. This way, if a question ever arises from Council, they want to know what we spent there, we are going to have everything that is inputted. Ongoing training in the base yard on maintenance planning, scheduling, and reporting and supervising management. A lot of training is with Management Productivity Enhancement Tool (MPET) and we go through the whole procedures. The other training is we work with the Local Technical Assistance Program (LTAP) and they fund our transportation to there, or they come here, or we have other Counties that they present the programs on and it is for supervisory training, skills in different, in our case, road re-pavement and all of that. Then we have in-house. We have me, we have Scott Suga, who comes with a lot of experience from working in construction and we have picked up a Construction Manager to manage our Island Wide Road Resurfacing. He is the former District Manager for Grace Pacific where they reorganized and we picked him up on contract. Right now, we have a super team of people out there that is really looking at everything that we do.

Ms. Yukimura: Excuse me, Ed? Excuse me, Chair?

Mr. Rapozo: Go ahead.

Ms. Yukimura: Can you just speak out the acronyms like you talked about training with so and so and have I no idea who these people are.

Mr. Renaud: LTAP is the local training at the University of Hawai'i (UH) that works with all the Counties, especially Public Works, Engineering, and other Divisions that assist us with training. It is all provided by their funding.

Mr. Dill: If I may add to that, LTAP is the Local Technical Assistance Program funded by DOT, for the benefit of the Counties.

Chair Furfaro: Say that one more time, Larry.

Mr. Dill: Sure. The LTAP is the acronym, Local Technical Assistance Program funded by Department of Transportation for the benefit of the Counties.

Chair Furfaro: Thank you.

Ms. Yukimura: There was one (1) more acronym you used.

Mr. Renaud: MMIS.

Ms. Yukimura: Yes.

Mr. Renaud: Which is our program that we receive with Four Winds. The consultant and it is Maintenance Management Information System and that does all of our tracking and everything.

Ms. Yukimura: That is a software program?

Mr. Renaud: Yes, it is.

Ms. Yukimura: Okay. Thank you.

Mr. Renaud: The other one is implement documentation Road Division Management Procedures and Statement of Purpose (SOP). This is so called my project and help from my other people in the Roads Division that we are trying to complete. So, this way we have something had that we can refer to as a so called "manual". Using County forces, letting out contracts to enable Waimea Levee to be restored to active status with the Army Corps of Engineers Continuing Eligibility Inspection. That has been going on real fine. We have a really good relationship with the Corps and they are coming here this coming June, the week of the 17<sup>th</sup> and we are going do inspections on both levees. Like I said Island Wide Resurfacing, we picked up a super individual with a lot of knowledge so it makes my work easier and that is Mike Lingaton, former District Manager with Grace Pacific. The other thing we are also working on, you know that we have MicroPaver. MicroPaver is a program that we have in place, but we have not used it yet. This August, we have training with a UH professor who they hired especially for MicroPaver and he is working with the City and Department of Transportation,. But we are going to have him for five (5) different sessions to work with two (2) of our people so that we can get on board with MicroPaver for our input data entry of everything that we are doing out there on the roads.

Some of our challenges have been the economic downturn which we understand what is happening and we have to just live with it and continue on. The other things is Roads in Limbo, Paper Roads, drainage maintenance, that is a big issue that our Public Works Administration and the Attorneys are looking at. Shortly, I guess, we will be coming to the Council, also. Meeting new mandate traffic sign reflectivity requirements, that is ongoing and we will be closing that very shortly. The mandate is this year with the Federal Government, but with the company that we picked up to do our inventory of roads, signage, and pavements existing what is happening on Kaua'i, iWORQ, which comes out of Utah, they have done a superb job in making everything accurate. So, this way we can input it back into MicroPaver and into our road systems and assisting Engineering on where we are at with the different inventory statistics.

Chair Furfaro: Mr. Rapozo, may I get some clarification?

Mr. Rapozo: Sure.

Chair Furfaro: Yes. You mentioned in part of the Public Works program, Roads in Limbo. I want to make sure that we are using the same terminology. Most of the challenges with "Roads in Limbo" dealt with, goes back as far as 1927 where the State did not want certain roads due to the repair costs, the Counties did not necessarily want the roads for their liability and there is this whole definition whether it is roads that are down at 'Anini or roads that are down at Pukamu or Moloa'a or so forth. What are we doing with Roads in Limbo, if we are using the same terminology and what exactly is the County Attorney's Office doing because they have had that correspondence over two (2) years ago? Express to me, Larry, what approach we talking to Roads in Limbo?

Mr. Dill: As you know, Council Chair, Roads in Limbo issue is an old one and it is a matter of owner dispute between the State and Counties. Occasionally, we will receive a complaint about a road on Kaua'i and we will do our research if we are not sure about the ownership of the road. If it turns out that the Road in Limbo, Ed's Department Division is kind of stuck between a rock and hard place. My understanding of the Roads in Limbo issue, and it is very technical legal wise, so I do not protect to be pretend to be an Attorney. But it is a road that from the State's perspective, their position that they maintain is that they have conveyed to the County. But our understanding, according to the law, is that until the Council, this body, acknowledges and accepts those roads, they are not County roads.

Chair Furfaro: So, we are on the same track here because I have a whole bunch of documents on Roads in Limbo. But exactly what you conveyed is what happened to us at Hapa. First of all, they are said to us, "This road was conveyed to you, the County." Then they did an about face and they are saying, "No, that is part of our inventory." So, I just want to make sure I clearly get an understanding of how you are approaching this with the County Attorney's Office.

Mr. Dill: At the legislature's direction, a task force, working group was put together of the four (4) Public Works Directors and State Highways Director to try to address this issue. One thing that has come out of that is a Bill going through the legislature, I think which has two (2) key provisions to it. One (1) is a concern that we have always had again, as the public Works Department, Highways and Roads Division, our desire is to have roads out there that service our community that are safe and usable. So, when a complaint comes in, if we find out it is a Roads in Limbo, it is very frustrating for us because our understanding from a legal perspective, that if we do respond

and do work on a Road in Limbo, we are effectively indicating to the world that we are no w responsible for that road liability wise, maintenance wise forever. So, that is why we hold off on those issues. The Bill in the legislature makes it clear that under the law that is being proposed, that we would be able to do maintenance on a road without that being the case. We would also be able to use Highway Funds towards that purpose and we would be immune from any liability, I believe, the comments that I gave back along with the Maui, and I think, the Big Island Director and I believe City and County of Honolulu were immune for a period of ten (10) years from liability which would give us some time to get that road up to standard. It helps in the issue and the Counties are not all on the same page exactly as where we stand on this because the County of Maui has already brought to their Council, I believe, their Council has agreed that they want to move in the direction of ownership on these Roads in Limbo on Maui. But we are not at that stage yet. However, the Bill does not commit us to anything. It allows us the opportunity should we choose. So, from that standpoint, we are supporting the Bill.

Chair Furfaro: Let me share it with you. I will probably ask Mr. Rapozo to put this in his Committee because this Council has always been interested in those settlements on the Roads in Limbo. The fact of matter is you should never turn away free land if they are willing to give it to you. But they have done an about-face in Po'ipū on us. So, you answered my question, we are all talking the same terminology and soon, Mr. Rapozo, we will have discussion in your Committee. Thank you for allowing me to ask that question

Mr. Rapozo: Thank you, Mr. Chair. Go ahead.

Mr. Renaud: Okay. Just a little bit about Roads. Roads are made up of one hundred (100) positions. We have a staff of one hundred (100) people, of that one hundred (100), twenty (20) is Refuse Collection and the rest is HR Maintenance. Of the positions we have – I am going to say “re-organization,” I do not like that word. But we have moved positions here and there so that we could make up the special Construction Crew and also the Levee Crew. The levee, as you all know, we have six (6) assigned positions, thanks to you folks, that we are working on and right now we have two (2) on board and we need to take up two (2) more Operators and we are going through the process and another laborer to bring them on board shortly. The other Operator is within Hanapēpē that we selected. He was the senior member. So, he is already moving on and transaction is happening, they are on relocation. On the Special Crews, we have completed the last portion of the Maintenance Worker. The Supervisor is completed. We have a supervisor, but he is not on board yet. We are waiting for his physical. He was selected. He took his exam and everything. Then we have two (2) other positions that out of eight (8) positions, two (2) were selected by Human Resources. We looked at their names, they went through the written test and everything. They are highly qualified. Then shortly, also will be coming on board upon scheduling of their medical physical. Other than that, everything is happening, we have required some retirements at the end of this past March, so there so going to be some transactions happening on relocated people and putting it out for recruitment. But it first goes through in-house and then we go from there. Other than that, I am open for questions.

Mr. Rapozo: Councilmember Yukimura.

Ms. Yukimura: Thank you. Ed, congratulations on your reorganization. I think it is very creative and resourceful. I think it is a real plus that the Army Corps of Engineers, well, first of all, that you have gotten us back on the eligibility

and that they are is fully participating with us. I want to ask about the Roads. Last year we were told that with the MicroPaver system, we would have clearer ideas of how much we need to repave on an annual basis in order to keep our County roads preventatively maintained, so to speak. I want to know what the results are in terms of what we know now of our inventory and what our plan is for our repaving system.

Mr. Renaud: First of all, the inventory of our iWORQ, a vendor from Utah, we are in questions and answers (Q&A) right now with them because I need a lot of things answered and a lot of this information then goes to our MMIS, maintenance Management Information System that we implemented through the program. We are finalizing that phase, the inventory, so that we understand everything that they did for us because they put it in a lot of code numbers and everything and we had to break that down with them. So, the answers come back and it is all on the Geographic Information System (GIS), which Information Technology (IT) has played a very major part with us in interpreting a lot of that language.

Ms. Yukimura: Well, I mean, what is the total number of roads that we have?

Mr. Renaud: We are not there yet and that is going to be one of the final things that we will have to come back to you with that. The other thing is your question on the future roads and that is where we are heading. The future roads after we go through this programs and how we select everything. We need to input it into MicroPaver, the inventory, and then MicroPaver would come back to us when we go into the system to tell us the most critical collector roads, the most critical major roads, and so on. Then with our moneys that we receive, and then we will allocated it that way. By discussions with the Administration and my team of people, with the moneys that we received annually is not enough to really do damage to the roads.

Ms. Yukimura: You mean do the opposite, right?

Mr. Renaud: Yes.

Mr. Renaud: So, what we are looking at, two (2) years maybe three (3) years the worst. By that time we have enough moneys and we can get a better deal for our money with the contract.

Ms. Yukimura: Well, I kind of felt like I was promised that we would get a lot of good information this year and so how are you justifying this fuel tax increase that you are asking for then?

Mr. Renaud: We have the information. I need to make sure that the information is clear, so this way when I pass it on to the next vendor and my staff, that it is clear and understand everything because not everybody out there has a computer and that is the thing. I do not have time to have them to go on the computer and then break it down. So, I am trying to make it as simple as possible so this way we can give them hard copies, electronically instead of the breakdown of the inventory. But we are going to have that shortly and we can get it to you.

Ms. Yukimura: Well, what kind of timeframe are we looking at for being able to have this thing in full use so that we can get data and we know? I mean,

you said or Larry has said that we are going to be doing our repaving – we are going out to bid on our repaving contracts twice a year.

Mr. Dill: No, every other year.

Ms. Yukimura: I am sorry, once every two (2) years. Thank you. I think it makes a lot of sense that you get the economies of scale and so forth. But I am not clear how many miles we expect to pave and whether that puts us on a schedule where we know that we are paving all of our roads in a timely manner? In an objective manner, too, that has been a concern.

Mr. Renaud: Well, I guess the bottom line is we are looking at two (2) years, like I said, maybe three years. By that time we will be ready to select the roads through our programs that we have purchased. The thing is this iWORQ right now, I will not give it to our other vendors that need it for data entry until I am completely comfortable with it that. That is my bottom line. Then the thing is we can get you all the information. Out of this program that they did for us, there are five (5) different areas. Two (2) of the areas I have released, there are three (3) more other areas that I have to be concerned about and real roughly speaking, one (1) is the existing payment marking, what we have out there because I need to understand the coordinates on how they set it up. The other one is our bridges and whatnot and crossings that goes through or beside our County roads, that is the other one. Then guardrails, I need to be sure that every existing guardrail out there that we understand the way that they set it up and that is all. It is a simple thing, but it takes time.

Ms. Yukimura: Three (3) years?

Mr. Renaud: No, not three (3) years. I said within the – before this next budget we will be ready.

Mr. Dill: I will add, we did believe that we would be further ahead with the implementation of the MicroPaver by this time. In looking at the work that needed to be done, at first thought we could populate the application ourselves. But in order to get a more comprehensive, accurate database to begin with, which would give us better information by which to manage our roads and select which roads to pave and how to scope that work, we felt it was more appropriate for us to go ahead and hire this outfit iWORQ to do a complete inventory of our roadway assets. It has delayed what we had hoped to do to get MicroPaver going, but we feel it will give us a much better working product moving forward.

Ms. Yukimura: I agree with you, garbage in, garbage out. So, if you get good data in there, you will be better off than if you did not. I am not troubled by a delay caused for that reason. I mean as you said, you will have the information before the next budget. Are you meaning the supplemental in early May?

Mr. Renaud: We will have it before June. Right now as we speak, we are in communication with that vendor.

Ms. Yukimura: And what will we get in June? Will we get an inventory of all of our roads, the condition that they are in, and how much we need to repave on an annual or is it biannual basis? So, we know, that sets standards for all of us, right? In terms of how much we have to allocate in terms of money and how much you have

to do in terms of manpower and time in order to get the job done in a timely way. Will we know that in June?

Mr. Renaud: I have it know. Like I said, JoAnn, I have everything. But I have to put it into layman's language. It is just on computer right now and the thing is it is in a GIS system, whereby if you go into the system. I do not have a problem getting it to you shortly.

Ms. Yukimura: Okay. In terms of the – what are we allocating this year for repaving and resurfacing?

Ms. Nakamura: One million two hundred thousand dollars (\$1,200,000).

Ms. Yukimura: Okay. So, if we have one million two hundred thousand dollars (\$1,200,000) and can you tell us how many miles of road that is going to pave? The plan to accumulate it for another one million two hundred thousand dollars (\$1,200,000) next year, is that the plan?

Mr. Renaud: Well, we will get the answers back to you. I will not give it to you now because the thing is that we have to look into everything. It is not that simple just to put out the price. That is an estimated number that we are going to get. So, the thing is we add on more to it and I do not want to do that. I want to be as accurate as possible with the industry up there.

Mr. Rapozo: Councilmember Yukimura, can you put those questions in writing and how long do you need, Ed, to get that to us because I think it is very important information as we move forward in the budget? Is that something that can be done in a week? I am just asking, if not, let me know.

Mr. Renaud: Let us say a month because I have other projects too. Can that work?

Mr. Rapozo: I think it is important for us to get it as we go into decision making. But I guess as soon as possible.

Mr. Renaud: Okay.

Ms. Yukimura: What puzzles me is how you folks can propose a raise in the fuel tax and propose this biannual process without knowing all of this information. I mean, I really was expecting a full plan from the Administration for how we are going repave our roads in the next year or two (2) if it is part of the biannual.

Mr. Rapozo: I think what I heard that they have the information, they just do not available right now. I, like yourself, that sat here last year when we talked about MicroPaver, had assumed that we would make this information readily available.

Mr. Renaud: We have that.

Mr. Rapozo: I share your concerns

Mr. Renaud: What you want, I have it and we can get it to you. That is not a problem.

Ms. Yukimura: When are you getting it to us by?

Mr. Renaud: Pardon?

Ms. Yukimura: When are you getting it to us?

Mr. Renaud: In two (2) weeks.

Ms. Yukimura: Okay, thank you.

Mr. Rapozo: Great, that is wonderful.

Ms. Yukimura: Thank you.

Mr. Rapozo: Appreciate that. I think Mr. Kagawa had a follow-up question and then Mr. Hooser.

Mr. Kagawa: Thank you, Ed. Just a personal observation. One million two hundred thousand dollars (\$1,200,000), I cannot see that really doing a lot of road repair considering how much roads. I noticed that needed to be fixed. But I had a specific one because ironically, me and Councilmember Rapozo went out to Kekaha Host Community Meeting and I kind of got worried when I heard you say that you are worrying about the main traffic roads because some of the roads in Kekaha were beautiful. We were admiring how nice had a job the contractor did in repaving Kekaha Road and, I believe, the other main road there. I do not know if it was Elepaio. But I noticed that the connector roads were not repaved and I brought it up to Councilmember Rapozo and I said, "I wonder if they are going to do the interior roads too?" His answer to me was, "I would think so, right?" But now that I heard your presentation, I am not so sure.

Mr. Renaud: It is in the process. But it is not for this Island Wide Resurfacing. It is in the future.

Mr. Kagawa: It is in the future.

Mr. Renaud: Yes. I did a survey, there is a lot of roads in there. I can give you the spreadsheet that need repair. The same thing identical problem where we have to do a preservation reconstruction, same thing, big, big bucks.

Mr. Kagawa: Well, I guess...

Mr. Renaud: Excuse me, I am sorry. One million two hundred thousand dollars (\$1,200,000) is not enough to do the rest of those roads so we have to select what is the most used roads out there. Then by listening to the community and they kind of assist us. We want this road first, we want that road first or second, and that is what we have done.

Mr. Kagawa: Yes, because I saw the same thing at Hanapēpē Heights. They did the Ali'i Road, it just looks beautiful and that did not do the rest. I am kind of now gathering from your presentation that we are trying to do the heavily used

roads and we will do the side roads at a later time. Okay, well, that just give me more concern that we may need to actually instead of cut the budget, add to the budget because some of those roads are really in poor shape. I would like to see us at least fix some of those roads that are really in terrible shape. It is like riding on speed bumps with grass and cracks. Thank you.

Mr. Rapozo: It is a great traffic-calming measure though, I have to say. You cannot drive fast. A follow-up to Ross' comments that, I know that the quality of the repaving today is much better than of past. I do not know if you folks are including the shoulder work or I am not sure what the difference is. But the...

Mr. Tabata: Yes.

Mr. Renaud: Everything.

Mr. Tabata: Just an example, Alai Road in Kekaha which is the main road that connects up to the Kōke'e Road which was completely rebuilt also. We examined that with the contractor and we were going to do specified repairs. But they came back and said, "No we just need to tear this whole road up and reconstruct it." We took their lea and it ended up being a little bit higher than the original cost. However, it would have cost more just to piecemeal it. So, those are initiatives that Ed has been making, that I think for the long run, it is going to provide longer life.

Mr. Rapozo: Well, I agree. I think the maintenance costs long-term are much lower. Mr. Hooser, then Councilmember – I believe you had a follow-up as well.

Mr. Hooser: I agree with much of what was said. I would like to see more roads paved for less money and no tax increase. So, if we could do that. I understand perfectly well, that this stuff costs money and we have to work within our budget. My core question is regarding how the budget process works and the biannual process. So, round numbers is one million two hundred thousand dollars (\$1,200,000) for road paving, but then I heard you say that every other year we are are going to contract out. So, is this money going to sit there and combine with another year, that is what the intent is?

Mr. Renaud: Correct.

Mr. Dill: Yes.

Mr. Hooser: Rather than just fund it all the next year?

Mr. Dill: Correct.

Mr. Hooser: Because that would be another way to do it. So, from a budget perspective, theoretically because we are not anticipating spending this one million two hundred thousand dollars (\$1,200,000) during this fiscal year we could zero it out and deal with it next year, theoretically?

Mr. Dill: Theoretically.

Mr. Hooser: Right, because the money is not going to be spent. It will not be encumbered, it will not need to be spent. So, I just wanted to clarify that that is the case and that is the case. The second question that I have, I understand that as a result of the Auditor's suggestion, there has been a change of policy with regards to CIP funding, Bond funding, and Operating funding in term of road repaving. That is correct, right?

Mr. Dill: Yes, though I do not think bond funding was an issue. It was whether it should be in Capital Project or Repair & Maintenance project?

Mr. Hooser: But you could fund CIP? I guess my point is if you want to do – we talked about a major road repair, tear it up completely and put in a major reconstruction. I would think...

Mr. Dill: If I may? The issue specifically was regards to how the Island Wide Resurfacing was funded and historically, for whatever reason, it was in CIP budget and remember these are always Highway Funds, for the Island Wide Resurfacing. But now you see it budgeted in Operating Budget.

Mr. Hooser: But we could use bond money, correct, to do major highway improvements, CIP improvements? I am not speaking about patching potholes. I am sorry, go ahead.

Mr. Dill: Can I ask for a recess for a few minutes to discuss that, please?

Mr. Hooser: Sure, I am not the Chair.

Mr. Rapozo: I do not have a problem.

Mr. Hooser: Well, let me finish my question.

Mr. Dill: Sure.

Mr. Hooser: It is one thing, we are talking potholes and minor resurfacing. But if we have roads that need to be dug up and new base core, rebuilt, then I would think that you would be able to use bond money, make that a CIP project and be within the spirit and the law and all of that. So, that is the point I wanted to make.

Mr. Renaud: Can I just say one thing?

Chair Furfaro: Excuse me, I just want to remind you, it was you folks that requested the break. Do you want the recess or not?

Mr. Rapozo: Well, believe it or not, my apologies. We are beyond the caption break time. So, we will take a ten (10) minute caption break at this point, that will give you folks some time. When we come back, if it is a finance issue or whatever it is, then if we could have Finance up to answer the question, I would appreciate it. Recess, ten (10) minutes.

There being no objections, the Committee recessed at 3:15 p.m.

There being no objections, the Committee reconvened at 3:24 p.m., and proceeded as follows:

Mr. Rapozo: Budget session will come back to order and let the record reflect the presence of our Director of Finance, Mr. Steve Hunt.

STEVEN A. HUNT, Director of Finance: Thank you.

Mr. Rapozo: Now, I really cannot remember who asked that question.

Mr. Hunt: Councilmember Hooser did. In response to Councilmember Hooser's question regarding whether the use of the moneys that are being suggested in this year for appropriation in the Highways Fund for resurfacing, if we were to zero that out and put a zero in that. Those are not moneys that can be reused for General Fund. These stay within Highway Fund, these are specific to Highway Fund. The intent is to accumulate by budgeting this year to get, again, more bang for the buck because we believe there will be additional savings for doing more greater projects by doing it in two (2) year increment as opposed to annually. But the bottom line is, if we zeroed out that line this year in trying to fund all of it next year, there would not be savings realized in terms of moneys to be used elsewhere unless it is in the Highway's Fund that generally supports not only road paving, but also transportation.

Mr. Hooser: Follow-up question.

Mr. Rapozo: Sure.

Mr. Hooser: So, the proposed increase in the fuel tax would then likewise just be used to accumulate or to create that one million two hundred thousand dollars (\$1,200,000)?

Mr. Hunt: Twofold. Yes, it is to create some balance for as well, but also to additionally support transportation because that added routes have been a bigger drain on General Fund. So, this is again, because it is running as it is own fund or can be used from Highway's Fund that we are trying to support that as much as we can.

Mr. Hooser: Thank you.

Mr. Rapozo: Follow-up?

Ms. Yukimura: Yes. Well, first follow-up is about the Kekaha roads that needed reconstruction. The need for reconstruction, was that caused by us not paving in a timely way?

Mr. Tabata: No. The fractures or the failure that we found on the road was due to inadequate initial base construction of the road and with the heat out there, and I know everybody reading all of these articles in the newspaper of O'ahu's problems, but the extreme heat in Kekaha during the day of expansion and at night shrinking, is problematic if you do not have a firm foundation. The fix that we did, using new asphalt base, time will tell. But all by sound engineering practice, should give us extended life of this road.

Ms. Yukimura: What you are saying is how the road is initially constructed is very important.

Mr. Tabata: Right.

Ms. Yukimura: So, when we have new subdivisions, it is important for inspectors to make sure that those roads are properly constructed or else we are going to pay?

Mr. Tabata: Right.

Ms. Yukimura: For lack of oversight.

Mr. Tabata: Yes. I think I mentioned a few meetings ago that a large, I am not going to say majority, a large amount of our County roads were constructed with macadam base. So, macadam base, for those who do not know is rock and clay as a base versus today used on uniform base and we use asphalt as the foundation and compacted properly and built from the bottom up, versus in the old days macadam, was you just use this rock and mud base and you compact it with oil on it and then you pave over. The clay that bound the base together, especially moisture seepage, rain, and you get a pothole, it starts the degradation process. The mud gets washed out and then you get the structural failure of the road.

Ms. Yukimura: Well, so in the assessment of the old roads that were constructed in the manner you just described, we have to be aware that it may not just be resurfacing. But it might be reconstruction and so the calculation of our budget and how far it is going to go has to take that into account.

Mr. Tabata: Exactly. So, some of the information that Ed is gathering is not only the surface condition, but also speaking to members in the community who know these sections and how these roads were built and getting a better understanding and adding this feedback, so to speak, into what he is gathering.

Ms. Yukimura: Then on a follow-up for Steve, or did you want to say something?

Mr. Hunt: I was just going to add to that end because this was Councilmember Hooser's question as well earlier. If you were to basically dig out that road to the base core and redo it whether that would be eligible for CIP funding and our read is "no" on that still. Once it becomes a County asset, it still becomes R&M, whether it is fixing a pothole or redoing an entire road, it is still a County asset at that point and it is not eligible for CIP.

Ms. Yukimura: Which means that bond money cannot be used?

Mr. Hunt: Correct.

Mr. Tabata: So, some of what we are right now doing, what we call co-plaining so we can recycle the asphalt. We are finding that there is macadam base underneath there and when we go down and co-plain, it is exposing the macadam that we did not know, that that was the composition of the foundation. So, at that point in time

we are making quick decisions out. We have some plus or minuses, some roads we are using less money. So, it is going to balance in the end, so far, right now.

Ms. Yukimura: Right. I think Councilmember Hooser expressed some doubts as to whether it is true that we can use bond funds for major reconstruction. But maybe that is something that you can document for us. Then I have one other follow-up regarding Steve's response to Councilmember Hooser, and that is in proposing the \$0.02 additional fuel tax that the Administrations intention was that part of it is used to fund the Transportation Agency?

Mr. Hunt: It was more twofold. One was getting to the current standards Statewide as to what other Counties are charging for fuel tax and two (2) is to start to offset some of the demands from General Fund for Department like Transportation and knowing that we have now having to budget within Highways Fund for repaving, which we had not had to do before because we were using CIP. Those are certainly expenditure has we are addressing in this budget, but need to be funded

Ms. Yukimura: So, the addition that I made to the purpose section of the Fuel Tax Bill for an Ordinance, is it correct to say that the purpose of these moneys – one (1) of the purpose of these moneys to provide for sustainable roads and public transportation?

Mr. Hunt: Yes.

Ms. Yukimura: Okay, thank you.

Mr. Rapozo: Councilmember Bynum, follow-up?

Mr. Bynum: I have a different question.

Mr. Rapozo: Any other follow-up and not related to fuel tax, that is for Thursday. A follow-up, not to fuel tax?

Mr. Hooser: It goes to the issue of Bond versus CIP. If you could look into that as little bit more and maybe provide us a response to that. It is my understanding that the criteria basically are based on the life of the improvement. If you are repainting a house, then that it repair and maintenance. If you are rebuilding the house, then that could qualify for Bond Funding. That is my experience in the past working with other budgets. If you could check, I guess, it would be the Bond Counsel or the Auditor...

Mr. Hunt: Yes, Bond Counsel.

Mr. Hooser: ...who made the recommendation in the first place? If you could check with that, I would appreciate it. Thank you.

Mr. Rapozo: Mr. Hooser, if you could – I will write it down. We will get it over in writing.

Mr. Bynum: This is a really important thing to research. I believe renovations on this building were done with Bond funding or CIP funding. I believe that there is a point where existing infrastructure gets to such a point where it is

replacement as opposed to repair. I would also have questions about I think we intend to do more pedestrian elements when we do road projects, that becomes a new amenity or something. So, I think this is an important question to research for a number of reasons. My questions, I gave Larry a heads up yesterday, and I do not know if he shared it with you. The same question I have asked six (6) years, thermal striping. I want thermal striping and so do a lot of people who live here. They do not even know it, but at night when it is raining, if the roadway was painted lines, they would go away when they are about a year old. I think we all know that. What is the status of us doing – so I can get it all said at once? The commitment a couple of years ago was to make sure that any contract that we sent out...

Chair Furfaro: Larry, please come back for Mr. Bynum's question.

Mr. Bynum: The commitment that I heard a couple of years ago was that any new contract to a vendor that went out would have as a scope of service, that kind of striping and that we would invest in the equipment next year. I heard that for three (3) years and I did not see it in the budget. So, this is an important issue to me because I think it is a safety issue and it is a cost issue too. We have an upfront investment that will save us money, but will keep our roads safer. That is the most important thing.

Mr. Renaud: Well, the thing is we are in the process of picking up a machine. That is where we are at right now and it is not a big machine. But a machine that we can handle, that we can do the work right now because we only have (x) number of people working. So, the thing is we are doing striping. Now with the striping in there, there are beads that are put in there for the edge pavements and whatnot. I do not know if we have done it correctly. But the thing is that we are moving in different areas where we are doing an inspection of what we are doing out there so that we know everything that we are doing. But there is a machine on its way. When the machine comes in – it is shortly.

Mr. Bynum: I think that is good news and then there are some red flags in what you said. I do not know if we are doing it correctly in using the right materials.

Mr. Renaud: What I am trying to say is when we looked at some of the older roads, I do not know who striped it and I do not have history on it and I will just leave it at that. But there were roads that maybe were not striped properly because there are beads that you put in there that reflects at night and when I look at some of them, I do not see it. I do not know what happened there, but these are the things that we are going to correct.

Mr. Bynum: When you paint, you put things in the paint?

Mr. Renaud: No, it comes in the paint or we hand spread it and it is a reflective type of bead that goes in the paint.

Mr. Bynum: I do not want to act like I know a lot about this.

Mr. Renaud: So, what I am trying to say is, we are looking at the process of what we do and we are changing everything to make it uniform in what we do. As with the machine coming in, we have a small machine coming in to do the job. If we

get good at that and the economy change and whatnot, then we will look at a bigger machine. A bigger machine like State has, it that runs for five hundred (500) plus, a big truck, so we are not there yet.

Mr. Bynum: Five hundred thousand dollars (\$500,000)?

Mr. Renaud: Correct.

Mr. Bynum: Yes. I did some research on this a couple of years ago.

Mr. Renaud: Then collector roads, we are with the contract, they are going to do all the striping and whatnot.

Mr. Bynum: And that is part of the Scope of Service, the type of striping?

Mr. Renaud: Correct, thermal plastic.

Mr. Bynum: Other than that what I understand to be correct. I just wanted affirmation is that we have a commitment when we resurface roads now, to deal with the underlying surface and if you come up with this substandard road bed you are replacing. Is that correct?

Mr. Renaud: Correct.

Mr. Bynum: To me, that in the long run – and I think that is a lot of JoAnn’s questions were okay, we made this commitment, that is great. How many fewer roads are we going to be able to do if we committed to do them right and do we need to find resources to get back on top of the game? I hear the answer being that you will have a better answer a year from now.

Mr. Renaud: Yes.

Mr. Bynum: Thank you.

Mr. Rapozo: Thank you very much. Any follow-up questions to striping? If not, Councilmember Nakamura.

Ms. Nakamura: Thank you, Ed. Let us see, I wanted to ask you under the Signs and Roads Marking division detail, there is a four hundred seventy percent (470%) increase over 2012 when we had our last actuals. Can you explain that increase from six hundred thirty-eight thousand dollars (\$638,000) to one million nine hundred thousand dollars (\$1,900,000)?

Mr. Renaud: Traffic Signs and Marking, it is not the correct name for the special construction group. In traffic sign they call it Traffic Signs and Markings, that is what we have right now. But it will all change to “Special Construction.” Now, in Special Construction, you have traffic signs and markings, you have logistics, equipment mobilization and then you have bridge maintenance and road maintenance. So, what is happening there, since the Logistics Crew has moved to Traffic Signs, some of the moneys from the Kapa’a Base Yard has not transferred over. So, some of that cost, I have

to talk to my fiscal side and see why it is not coming from the other side that. That is what is happening, that is why it is high because of that extra cost of moving equipment and whatnot.

Ms. Nakamura: So you are moving funds from some of the base yards?

Mr. Renaud: No. When they went over to Traffic Signs and Markings, all of those crews are there right now. But we do not have the correct name on top. It should be "Special Construction" section.

Ms. Nakamura: So, that is a coordination issue with the Finance Department?

Mr. Renaud: Yes. Well, maybe with my fiscal and then they go from there.

Ms. Nakamura: I am trying to get a handle on your total overtime and I have to kind of look at each of the subsections. But it looks like it is about one hundred ninety thousand dollars (\$190,000) for all of your Roads Division. Does that sound about right?

Mr. Renaud: Correct.

Ms. Nakamura: What would you say is the main reason for that overtime?

Mr. Renaud: A lot of it has been the weather conditions, call outs, we have been getting a lot of call outs. Then the other is Traffic Signs and Marking, trying to change that pattern to Safe Routes to School. We have been doing a lot there that was not planned in the budget.

Ms. Nakamura: That comes out of overtime?

Mr. Renaud: Some of it has been overtime, some of it has been all of the special projects that are out there.

Ms. Nakamura: And so what is going on with the base yards because I see that funding has increased?

Mr. Rapozo: The Chair has a follow-up on the overtime question.

Ms. Nakamura: Sure.

Chair Furfaro: I would like you to break down the overtime specifically, especially what portion is emergency and what portion is Safe Routes to School.

Mr. Rapozo: Mr. Chair, I do have a question going over, a breakdown of overtime by each Division in Public Works, including Roads. But I do – because it is very difficult to follow with this budget because it is all over the place. So, one

(1) of the questions that we are asking is a breakdown for each and I would ask we will further specify what you have been asking.

Chair Furfaro: Then one other part to that, at what point do you use Roads Department personnel for the landfill?

Mr. Tabata: So, James can...

Chair Furfaro: James, you heard my question? At that point do you use Roads personnel for overtime with the landfill?

Mr. Matsushige: I do not think we really use a lot for landfill. But we do use a lot of Highway personnel for the refuse collection.

Chair Furfaro: For the refuse collection?

Mr. Matsushige: Yes. I guess when the refuse collector is sick, Highways Division fills in.

Chair Furfaro: Mr. Rapozo, I would like to get that breakdown too.

Mr. Rapozo: Yes, so would I. I think a lot of my questions on this sheet will cover that.

Chair Furfaro: Okay.

Mr. Rapozo: Does that happen often?

Mr. Matsushige: Quite often. It can happen a lot because anytime that somebody is sick or off and also on holidays – every holiday we have collections.

Mr. Rapozo: If somebody calls in sick from collections we take somebody from Highways?

Mr. Matsushige: Highways, yes.

Mr. Rapozo: Is that from somebody on a day off?

Mr. Matsushige: No.

Mr. Rapozo: Why would we pay overtime?

Mr. Matsushige: Many times, I guess, they would continue their job because Highways also needs their people. I do not know how often that happens because it is *Uku Pau*, so they will finish their job and they can...

Mr. Rapozo: So, they would go to work, collections, get overtime because it is pre-shift?

Mr. Matsushige: On occasions they go to the transfer stations to cover shortage at the transfer station.

Mr. Rapozo: They are basically working a double shift?

Mr. Matsushige: Yes, because of the *Uku Pau*.

Mr. Rapozo: So, when a Highways person gets called to go work collections and we know it is *Uku Pau*, so do they get paid eight (8) hours overtime even though they do not work a full eight (8) hours.

Mr. Matsushige: Yes, well if they work their full shift, they have the eight (8) hours.

Mr. Rapozo: But if it is *Uku Pau*, they are not working the full shift. Let us say, what time do they start collections, 4:00?

Mr. Renaud: 4:30.

Mr. Rapozo: 4:30?

Mr. Renaud: I mean 4:30, they start.

Mr. Rapozo: So, they would come in at 4:30 in the morning and they would go to work and what time do they start at the transfer station or I am sorry, at the Highways?

Mr. Matsushige: I need to check.

Mr. Dill: Councilmember Rapozo, I think that might be better answered by Solid Waste. They are more familiar with this.

Mr. Rapozo: Well, it is a Highways guy though. It is Highways overtime. So, my question is this, and it is a Highways fiscal issue, it is not Solid Waste because who pays overtime for that Highways employee?

Mr. Matsushige: Highways pays.

Mr. Rapozo: Right.

Chair Furfaro: Here is the point, which tail is wagging the dog? I want to know which Supervisor is accountable for that overtime. If it is coming out the Highways Department, then it is Ed. If you are telling me ask the question of the landfill people, will I get the same answer from them? Then that overtime should be in Solid Waste, not showing up in Highways. Excuse me, I should not have interrupted, Mr. Rapozo.

Mr. Rapozo: No, you read my mind again. You read Councilmember Hooser's mind earlier and now I am really getting worried

Mr. Dill: I will tell you Councilmember Rapozo, there are specific Union rules for how the call outs happen and who gets requested to call out of offer the opportunity and those are the criteria that we follow. I cannot quote you those criteria right now. But we can certainly let you know. But everything happens in accordance with the Union contract.

Mr. Rapozo: I understand. My question is if it is a Highways employee and a Highways person is getting – I mean you said it happens often.

Mr. Tabata: For refuse. For the landfill, it is pretty much self-sustaining and at the transfer stations it is very rare that we have to use a Roads Division employee. It happens, but pretty much with the separation that we are in the process of completing, which the final phase is the refuse crews to Solid Waste, this should disappear. Until we complete the transfer of refuse personnel from Roads to Solid Waste and this situation will still occur.

Mr. Rapozo: Well, I guess what I am concerned and I hope what is not happening, is that we are paying someone for more hours of work than what they are working. I understand the *Uku Pau* system for the transfer employees.

Mr. Tabata: There is no other way right now with the rules as Mr. Dill spoke with the contract with UPW. There is no other way at this time, until we fully remove the refuse crew from Roads to Solid Waste.

Mr. Rapozo: The Highways employee that gets sent over to collections qualifies for the *Uku Pau* as well?

Mr. Tabata: Yes.

Mr. Rapozo: And that is in the Union contract?

Mr. Tabata: Because they are transferred, temporary transfer.

Mr. Rapozo: They work their shift at collections and then they go back to work?

Mr. Tabata: The refuse is still under Roads Division at this time, so the rules apply.

Mr. Dill: But we are in the process of looking at getting that transferred to Solid Waste, so all the refuse collectors would be under Solid Waste then.

Mr. Rapozo: Okay. Well, we will follow-up on that.

Ms. Nakamura: Follow-up question

Mr. Rapozo: Go ahead.

Ms. Nakamura: Do you anticipate any problems with doing that?

Mr. Dill: With making the transfer?

Ms. Nakamura: Yes.

Mr. Dill: We have had preliminary discussion with the Union – I am not sure how to answer that question. It will certainly not be without its challenges.

Ms. Nakamura: And timing wise, what is your goal to work on this?

Mr. Dill: We plan to work on it before the end of this fiscal year. I do not think it will be accomplished by the end of this fiscal year, but I hope to accomplish it during next fiscal year.

Ms. Nakamura: Thank you.

Mr. Rapozo: Any other follow-up questions? I do not even know how to put that question in writing.

Chair Furfaro: It is not the first time that that question has come up. Mr. Dill, I want you to know that many years that we have talked about this, the answer that we got basically said that as we go to automation, this roadside crew, possibly there will be an element of transferring some of them permanently to the landfill and that the landfill people might eventually be filling in for the overtime. That is the answer we have gotten for many years. I think the bigger question is can you show us something in writing that says if an individual works eleven (11) hours for the day, but ended up getting paid at premium rate for sixteen (16) hours of work, we actually understand that compensation is in the bargaining unit agreement, can you show us that?

Mr. Dill: I can, yes.

Chair Furfaro: I think that is where we have to start, okay?

Mr. Dill: Okay.

Chair Furfaro: But the other point that I was trying to make is if the overtime is in Ed's area, then it is Ed that has to manage the overtime, not just because the Roads guys are now in collections and we do not have an idea of who is overseeing the overtime. That is concerning, that is concerning. I will come up with some appropriate wording for that.

Mr. Rapozo; You will? Thank you. Any other questions pertaining to overtime? Go ahead, Mr. Kagawa.

Mr. Kagawa: I just have a, maybe a suggestion that if the Highways worker goes over and works the *Uku Pau* job, that we say you cannot do your day's work after you are done with that. This is why, I am worried that we will open ourselves up to liability because what the worker will say is, "I hurt my back because I had to work the refuse job and I had the work the other eight (8) hours." To me, it puts us in a bad spot. I am wondering, it is incentive enough to work the *Uku Pau* shift, work half the time, get paid for eight (8) at their normal Highway salary and I think that would be an advantage for them. But to allow them to work another eight (8) hours after that is, to me, putting ourselves in a bad spot. That is just my – I am not an Administration worker. But I am just giving my advice because I want to avoid any liability as much as possible. You have any comments on that?

Mr. Dill: No, I appreciate the thought. We would have the same concerns about somebody being overworked and possibly subjecting themselves to injury for that reason. Thank you.

Mr. Renaud: That does not happen. Let me say something, that does not happen. The thing is, in the mornings when the refuse crews calls in, they call into the Roads Supervisor and say I cannot make it because of whatever. He has to call in before 4:00 and all of these things, and normally they do it. Now the district DRO, whoever he is, whichever district, he has to look for people now because when it comes over to Roads that means that they did their good diligence, they went out, they checked this, checked that, they do not have the people that want to volunteer. So, they come to Roads. Roads, what they do, they make a call. They have a hard time because not everybody wants to go on the back of the truck. So, now they come on duty, and per the Union, once he comes on, he is *Uku Pau*. That is it, he just worked those hours and he goes home. He does not come back to work, no way. We had some instances where I found out – this was way back and I stopped all of that because the thing is if you are going to go *Uku Pau*, you accept that, that is the bottom line and that is where we are at. We can break it down. We can get all of that information.

Mr. Kagawa: Thank you, Ed. I was under the assumption that they were getting paid overtime because they were working their regular job after.

Mr. Rapozo: That is what was said earlier, that is why you got that impression.

Mr. Matsushige: I am sorry.

Mr. Rapozo: Because I got that same impression.

Chair Furfaro: That is how we all understood it.

Mr. Rapozo: Where is the overtime then? If that is not happening, what was said earlier, where is the overtime? If you call a Roads person to come in and he is going to work, basically what will happen, rather than starting – what time?

Mr. Renaud: The base yard starts at 4:30. Let me add something else to that because you have to be so many hours in advance to make a schedule, if you call that individual at a certain time he gets overtime, eight (8) hours.

Mr. Rapozo: A portion of it, not the full day?

Mr. Renaud: Refuse.

Mr. Rapozo: They get the whole day overtime?

Mr. Renaud: They work four (4) hours or something. It is eight (8) hours because that was not his assignment for the day. So, it has to be a planned thing. If we know this individual is going to be out in advance, then he gets normal pay.

Mr. Rapozo: Well, we will follow-up.

Mr. Tabata: The additional overtime is for us to support Solid Waste with hauling green waste.

Mr. Renaud: And landfill hauling dirt.

Mr. Rapozo: Well, I do have a lot of questions as it relates to green waste hauling. But we will do that with Solid Waste because it is not you folks. I do have some concerns that were brought up last year that I understand is continuing to occur. But we will save that for Solid Waste. We have dismissed Solid Waste today. So, we will pick up with them first thing in the morning. We have another thirty-five (35) minutes with Roads. Is there another question? Go ahead, Councilmember Nakamura.

Ms. Nakamura: Thank you. I am looking at page 2 of the budget presentation. At the very bottom under "Objective 1," you have several initiatives. In terms of complete the implementation of the MicroPaver for a pavement preservation program. When do you expect to have that in place?

Mr. Renaud: We got a hold of the professor, like I talked about from UH. He is the master that UH brought him in and we are having that individual program training starting in August. We have five (5) sessions with him as we go along the year to complete that session with two (2) individuals. So, this way they can do data entry.

Ms. Nakamura: That is the training, and then your data entry would be the next step?

Mr. Renaud: Correct.

Ms. Nakamura: How long do you expect that to take?

Mr. Renaud: He has five (5) sessions and I think it goes all the way to December. In August, the first week of August, he comes here for two (2) days training with the two (2) individuals that we have. Then he comes back – he has different sessions all the way to December and one day presentations and then everything that we do on the computer back and forth.

Ms. Nakamura: When do you expect data entry to be completed?

Mr. Renaud: Completed, he comes the first two (2) days in August, they should be ready to move into that position and we have everything else ready to be implemented in the data entry so, December.

Ms. Nakamura: By the end of the year, the data would be completed?

Mr. Renaud: Yes. We have a qualified individual that is very simple of this. Like I said, Mike Lingaton.

Ms. Nakamura: At the end of the – Lyle brought this up about the articles in the paper over the past few weeks about the road conditions in Honolulu. So, what they have is this report that shows...

Mr. Renaud: Yes, I picked that up too.

Ms. Nakamura: The different condition of the roads by color, is that kind of what we are going to get?

Mr. Renaud: Same thing and that is the Professor that we are working with.

Ms. Nakamura: This is the same? So, we will get an idea of how many poor, failed roads, serious, in this same type of category?

Mr. Renaud: Similar.

Ms. Nakamura: Similar?

Mr. Renaud: The thing I said in two (2) weeks or sooner, everything is in the report.

Ms. Nakamura: So, that is what we will get in two (2) weeks?

Mr. Renaud: Correct.

Chair Furfaro: You will do all of our roads in two (2) weeks?

Mr. Renaud: No, the information Councilwoman Yukimura requested.

Mr. Tabata: This is a multiple part data acquisition and loading into the database software. So, we have iWORQ which is a contractor who went out to do the road surveys for us. We have this data now, it is in this format that still needs to be loaded into the MicroPaver software. The MicroPaver, we found after we purchased, is not as simple as we thought, as Larry stated and even the City, if you see and you follow their story, they had to get the same training like we are. We bought the same software as the City and they took that long for them to catch up, as you see. They have it paved also at a steady pace while they were inputting this data and creating the database and learning how to use it. We are just behind them and Ed, finally getting time in August now, for the formal train coming to us to learn how we manipulate the data, input and code the data specifically because the data is all collected, but then you have to code it specifically for this software and be able to use the data that we collected in the format that is presented in that article. We are learning as we move forward. The main thing is that we are still moving forward and we are not professionals in this area as far as this new IT, the software stuff. So, we are moving towards that end. We will get there eventually. Not as fast as everybody wants us to.

Ms. Nakamura: What we get in two (2) weeks is preliminary?

Mr. Tabata: I think it is raw data, that is not going to be a result of what MicroPaver will give us.

Ms. Nakamura: What we get in a year, would be a much more detailed inventory.

Mr. Tabata: Right.

Mr. Nakamura: Based on actual conditions in the field.

Mr. Tabata: And coded per how what is going to make MicroPaver work.

Ms. Nakamura: Will we also at the same time get an assessment of are we investing enough to deal with the most serious conditions of our roads?

Mr. Tabata: I think that is something that we are going to learn as we move forward. It is going to give us state of the union, so to speak and then we are going to be able then drill down to specific needs that we are looking for. Then it is implementing what is the cost per pound or per cubic foot of material of the asphalt and that will in turn come back to say, this is your highest priority, next level, and down the line.

Ms. Nakamura: One (1) of the questions that we asked at the last budget hearing was how much do we get for – I think at the that time it was seven hundred thousand dollars (\$700,000) in our budget and the response was one point five (1.5) to three (3) miles paved road if it is assuming a twenty (20) foot roadway. So, even if we are going up to one million two hundred thousand dollars (\$1,200,000) per year, so we are at two million four hundred thousand dollars (\$2,400,000), so that buys us maybe twenty-four (24) miles if we use that same metric.

Mr. Renaud: That is only resurfacing.

Mr. Tabata: Yes.

Ms. Nakamura: That is just resurfacing. Okay, got it.

Mr. Tabata: So, you then there is the structural repair, shoulder repair that we have increased in our scope.

Ms. Nakamura: So, that is going to reduce the actual number of miles.

Mr. Tabata: Yes.

Ms. Nakamura: I think that is what we will be looking for, probably not in two (2) week, but in next budget is when we will be really looking for that analysis of this is really the bread and butter of what the County should be do and making sure that we are not following behind like Honolulu where it is really a crisis there. Thank you very much.

Mr. Renaud: One other thing with that, we are investing in a cord machine. So, even if the report states that, we are going to do core samples to see what is under there. We have to be sure before we agree on a negotiated price with the paving contractor.

Ms. Nakamura: Thank you.

Chair Furfaro: Mr. Rapozo.

Mr. Rapozo:

Mr. Chair.

Chair Furfaro: Thank you, Nadine, you clarified a lot of my comments. Gentlemen, I want to remind you to please, when you speak in terms of what is going to be accomplished, make sure it is something that you are implying that is achievable in a specific time. So, bottom line here it turns out, bottom line here is we are probably a year away from having the kind of results. It is not something that is coming in five (5) visits and then it is magic and it is going to happen. Here is my caution though, Larry, we went a period of almost three (3) years not paving any roads or resurfacing any roads. In that year, we had given you an extra one million dollars (\$1,000,000) that I put in the budget for it. I do not want to find out that we are not resurfacing during this time where we are collecting data. Okay? I am really concerned because you said that if we did it in two (2) year increments, we would probably get about ten percent (10%) to fifteen percent (15%) more paving down if we issued a bigger contract. So, here is my one (1) chance to ask you, is that what you are anticipating now? You are not going to pave for next year? You are going to wait to do a bunch in a two (2) year funding?

Mr. Dill: That is correct. If you see in the CIP Ordinance this year in response to the Auditor's report we zeroed out the CIP funds that had been appropriated. So, we would start again this Fiscal Year 2014 with the one million two hundred thousand dollars (\$1,200,000) that was identified in the Operating Budget.

Chair Furfaro: I just want to say that I make it very clear because I do necessarily need to hear from Glenn and others that we did not pave, we did not pave. That is your position and that position is based on the fact that as Nadine reconstructed everything that you said to us, it is this year that we are going to do a lot of investment in the road quality, the thickness. Is that a correct statement?

Mr. Dill:

Yes.

Chair Furfaro: Okay. Even though I would prefer you continue to resurface until we have the data because we went a couple of years ago, Ed, you know this well. We went without repaving. So, as long as we are all clear, that is where our focus and our attention is going to be. Then I have one (1) more non-associated announcement that I would like to do real quick, since you announced the fact that we are going to do Solid Waste starting tomorrow. We have the CIP documents. Are you prepared to pass it out to the members today, before we end so that everybody has a start for tomorrow? Thank you very much. Scott, if you can work on that. Thank you, Mr. Rapozo.

Mr. Rapozo:

Mr. Bynum.

Mr. Bynum: The one million two hundred thousand dollars (\$1,200,000) that is in there is Highway Funds right? It is not General Funds?

Mr. Dill:

Correct.

Mr. Bynum: There is no General Fund money going into the Highway Fund this year.

Mr. Dill:

Correct.

Mr. Bynum:

Okay, I just wanted to clarify that.

Mr. Rapozo: Any questions? I apologize, I forget about the CIP. So, we can try to get through the CIP today, Public Works CIP. That is what the schedule says, right?

Chair Furfaro: I would suggest with twenty-five (25) minutes doing this tomorrow.

Mr. Rapozo: That is fine with me.

Chair Furfaro: That would be my recommendation.

Mr. Rapozo: Any other questions for Roads? I have a question. Lyle, you said – I guess it was Kōke'e, the contractor suggested a reconstruction versus a repaving?

Mr. Tabata: No, no that was Alai Road.

Mr. Rapozo: Okay, and that we went along with the contractor, which is probably the right thing to do. But what was the difference? I mean, is there a ratio like in that example, what would it have cost if we just resurfaced versus what we paid to reconstruct? Is there a standard or is it a case-by-case?

Mr. Renaud: What would have happened if we just resurfaced, the cracks would have come back up.

Mr. Rapozo: Oh, no, I understand that. But the costs?

Mr. Tabata: Oh, the cost. We can get that.

Mr. Rapozo: Is there like, let us say five hundred thousand dollars (\$500,000) to resurface, but if we reconstruct, is that something we could figure out?

Mr. Renaud: Yes, we can. We have it.

Mr. Rapozo: Thank you. I thought I heard you say it was a little bit more to do the reconstruction, but of course we know it is much wiser to do it that way because of the long-term maintenance costs. So, if we could just get that.

Mr. Tabata: When Ed came to me with the change, we discussed it, he showed me savings from other roads already completed and we would cover the extra costs. It was not that much, really.

Mr. Rapozo: Okay.

Mr. Tabata: Because the specifications already said to do structural repairs and that just escalated, that was going to be way more.

Mr. Rapozo: I am not disagreeing with that. I think it is the right way to do it. I think in a lot of our roads getting repaved over and over and you hear criticism from the community. I remember one time they even said because I live in Wailua Houselots, my road got paved several times and that is not true. My road is yet to be paved since I lived in the Wailua Houselots. But it does not need paving, it is perfectly fine. But I

agree that Kekaha and Waimea, going up past the neighborhood center going up *mauka*. I joke around and say after you go up that road, you have to go to the dentist afterwards to tighten up your teeth. Any more questions for – I say that not to be funny. But that is the reality of it. Any more questions for Roads? If not, thank you very much. Mr. Chair, I will turn it over to you for closing comments.

Mr. Rapozo, the presiding officer, returned Chairmanship to Chair Furfaro.

Chair Furfaro: Well, I think we covered a lot of area today and we will start tomorrow with Solid Waste, okay? Mr. Dill, that works for you? We will try and organize the more detailed questions that we need going forward. But two (2) items to clarify today is what you are presenting to us is also a strategy, not just the budget, especially on this road repaving piece as well as some of the things that we talked about earlier. Yes?

Mr. Rapozo: I apologize. There was a question that I had highlighted here and may I?

Chair Furfaro: Yes, go right ahead?

Mr. Rapozo: Two (2) items on page 239 of the budget. Other services, which was the disposal of abandoned vehicles of three hundred thousand dollars (\$300,000) and special projects, which the text is Beautification Projects of one hundred two thousand six hundred sixty dollars (\$102,660). That is not a new item, that has been in there for the current budget, right? I do not know who to ask.

Chair Furfaro: James is coming up.

Mr. Dill: What page number was that again?

Mr. Rapozo: 239 on the budget. It might be a Solid Waste question, I apologize. Scott just reminded me. It is probably Solid Waste. But if you can answer that. I am just curious as to the disposal of abandon vehicles, that would be Solid Waste?

Mr. Matsushige: Yes.

Mr. Rapozo: So, let me just hold that for tomorrow.

Mr. Matsushige: That is part of our contract with Puhi Recycling.

Mr. Rapozo: I noticed, but the year-to-date expenditure is zero (0).

Mr. Matsushige: For?

Mr. Rapozo: For the disposal of abandoned vehicles.

Mr. Matsushige: For which year?

Mr. Rapozo: I am looking at this year's budget. It says original budget three thousand dollars (\$3,000), adjusted budget three thousand dollars (\$3,000) year-to-date expenditures.

Mr. Matsushige: Probably that is because it is with a contract. So, when we write the contract, we encumber the money at once.

Mr. Rapozo: But this is showing that we did not encumber the funds. In other words, this is saying that we did not spend anything off of that budget line item.

Mr. Matsushige: Yes, probably – I am not really sure. But you ask them.

Mr. Rapozo: We will ask them tomorrow.

Mr. Matsushige: But I think when the contract is renewed or extended another year, they will take their money out and put it into the contract until that contract expires, we are not going to add money.

Mr. Rapozo: Okay, I will ask them tomorrow. If anybody is listening, give them a head's up and maybe a Finance question, I do not know. But that is the two (2) items that I am inquiring, three hundred thousand dollars (\$300,000) and one hundred two thousand six hundred sixty dollars (\$102,660) for disposal of abandoned vehicles and the Beautification Project. I am sorry Mr. Chair, thank you.

Chair Furfaro: No problem. To the Mayor, I want to thank you Mayor for your commitment for the day, your staff I think we had spirited discussions about items that needed discussing. But for now we are going to recess this meeting until 9:00 tomorrow morning and we are going start with Solid Waste and then CIP. Thank you for the distribution on the CIP worksheet. Okay, if you could tap the gavel, we are recessed.

There being no objections, the Committee recessed at 4:12 p.m.