

Meeting Summary of the
Oahu Metropolitan Planning Organization

CITIZEN ADVISORY COMMITTEE

Wednesday, November 21, 2007, 3:30 p.m.
Mayor's Conference Room
Honolulu Hale, Room 301
530 South King Street, Honolulu, Hawaii

Members Present:

NB #10 Makiki-Lower Punchbowl-Tantalus
Committee for Balanced Transportation
American Planning Association
Castle & Cooke Homes Hawaii
Charley's Taxi
Committee for Balanced Transportation
E Noa Corporation
Eye of the Pacific
Hawaii Teamsters and Allied Workers, Local 996
Institute of Transportation Engineers
Interagency COORDINATION Councils
League of Women Voters
NB #03 Waialae-Kahala
NB #05 Diamond Head-Kapahulu-Saint Louis Heights
NB #14 Liliha-Alewa-Puunui-Kamehameha Heights
NB #23 Ewa
NB #26 Wahiawa
NB #35 Mililani Mauka-Launani Valley
Pacific Resource Partnership
Waikiki Residents Association

Charles Carole, Chair
Joe Magaldi, Jr., Vice Chair
John Valera
Dean Minakami
Dale Evans
Frank Genadio
Tom Dinell
Patricia Blum
Michael Costa
Paul Won
CC Curry
Piilani Kaopuiki
Lester Fukuda
Bert Narita
Arvid Youngquist
R. Scott Belford
Joseph Francher
Pamela Young
Richard Kane
Daisy Murai

Members Absent (Reps):

American Society of Civil Engineers
American Society of Landscape Architects
Hawaii Bicycling League
Hawaii Highway Users Alliance
Hawaii Transportation Association
Honolulu Community Action Program
Land Use Research Foundation
Leeward Oahu Transportation Management Association
NB #01 Hawaii Kai
NB #02 Kuliouou-Kalani Iki
NB #08 McCully-Moiliili
NB #09 Waikiki
NB #12 Nuuanu-Punchbowl

Tiffany Hamada
Chris Dacus
Mitchell Nakagawa
Darcianne Evans
Gareth Sakakida
Vai Leatiota
David Arakawa
David Arakawa
Greg Knudsen
Linda Starr
Ron Lockwood
Robert Finley
Jay Fidell

NB #13 Downtown	Burton White
NB #18 Aliamanu-Salt Lake-Foster Village	Lorene Godfrey
NB #21 Pearl City	Cruz J. Vina, Jr.
NB #22 Waipahu	Thomas Maus
NB #24 Waianae Coast	David Brown
NB #25 Mililani-Waipio-Melemanu	David Aki
NB #27 North Shore	Antya Miller
NB #30 Kaneohe	Wendell Lum
NB #34 Makakilo-Kapolei-Honokai Hale	Michael Golojuch
North Shore Chamber of Commerce	Gil Riviere
Sierra Club Hawaii Chapter	Randy Ching
Tax Foundation of Hawaii	Lowell Kalapa
Waianae Coast Transportation Concerns Group	Dick Boddy

Guests Present:

Jos Jansen	Advanced Public Transport System
Robert Lee	Advanced Public Transport System
R. Matsuura	Councilmember Dela Cruz
Ben Gorospe	Department of Transportation
Tammy Lee	DOT
Representative Rida Cabanilla	Hawaii State Legislature
Councilmember Ann Kobayashi	Honolulu City Council
Dexter Okada	Kakaako Business and Landowner's Association
Janet Inamine	Moiliili resident
Shane Yaw	NB #15 Kalihi-Palama
Carl Jacobs	NB #20 Aiea
Ken LeVasseur	NB #29 Kahaluu
Doug Chun	Office of Council Services
Kaiawe Makanani	Representative Awana
Randy Leong	Representative Cabanilla
Tom Berg	Representative Cabanilla
John Gollner	Representative Pine
Sharon Lum Ho	Senator English

OMPO Staff Present:

Gordon Lum (Executive Director) and Marian Yasuda

Chair Charles Carole called the meeting to order at 3:35 p.m. A quorum was present.

1. Approval of the October 17, 2007 Meeting Minutes

- Discussion: Arvid Youngquist requested that the following sentence be added to Mr. Cliff Slater's response to his question: *Mr. Slater indicated that his favorite fixed rail system, light or heavy, is the New York City system, due to its high ridership.*

Rich Kane moved and Paul Won seconded that the October 17, 2007 meeting minutes be approved as corrected.

The motion carried unanimously.

2. “Bus Fixed Guideway System”

Councilmember Ann Kobayashi gave opening remarks about the benefits of utilizing a bus fixed guideway system for Honolulu. She introduced Robert Lee from Advanced Public Transport System (APTS). Mr. Lee discussed the design concept and background of the vehicle (Phileas) that APTS has developed. Mr. Lee cited several attributes of Phileas that might make it a better choice for Honolulu: a tighter turning radius than light rail, better safety features, better on-time schedule records, and lower construction costs.

Mr. Lee introduced Mr. Jos Jansen, also from APTS. Mr. Jansen outlined details about the appearance, technology, and flexibility of the Phileas vehicles. Mr. Jansen provided details about the magnetic guidance of the vehicle and showed videos of the vehicle docking using all-wheel steering.

Discussion Highlights:

[Note: Unless otherwise specified, questions were answered by Mr. Jansen.]

- In response to a question by Pat Blum: Wheelchairs can go on and off the vehicle easily because the stations are at the same level as the vehicle doors.
- In response to a question by Mr. Youngquist: The operator of the vehicle would be able to stop the vehicle in the event of human interference. The Phileas vehicle currently is driving only in Eindhoven, Netherlands, which has a population of 110,000. APTS is a part of VDL Group, which is made up of 75 companies, 20 of which are dedicated to transportation.
- In response to a question by Tom Berg: In the event of a disaster with early warning, these vehicles could be operated utilizing a manual mode and driven like a regular bus for evacuations.
- Ken LeVasseur commented that ridership could be demonstrated utilizing these vehicles, synchronized stop lights, and escort vehicles on predetermined courses. That demonstration would then justify an elevated structure and secure the necessary financing.
- In response question by Frank Genadio: The top speed of the Phileas vehicle is 80 mph. For public transit, the top speed would be limited to 60-65 mph. The Phileas vehicles would need to be electronically coupled together in order to meet the ridership requirements determined in the Alternatives Analysis of 131,000 riders per day (13,000 per hour during peak time). That level of ridership would require a very special solution that has not been tested yet.
- In response to a question by Scott Belford: The magnets must be buried just below the roadway surface, underneath 1/5th of an inch of two-component glue. The vehicle can ascend an 18% grade when fully loaded. Mr. Lee added that the ramps necessary for the Phileas vehicles to enter and exit the fixed guideway might be as short as 50 feet.

- In response to a question by Joseph Francher: To achieve a ridership of 8,000 people per hour, 50 vehicles would need to have a frequency of one and one half minutes. The Level IV safety and security certification of the Phileas vehicles was issued by the French government.
- In response to a question by Carl Jacobs: Radio frequency interference along the transit corridor would not cause any problems with the Phileas system.
- In response to a question by Mr. Youngquist: Councilmember Kobayashi said, that according to an ordinance passed last year, the City Council should be the body that makes the decisions for this large a project.

3. “Congestion Management System”

OahuMPO Executive Director, Gordon Lum, presented information about the Congestion Management Process (CMP) used by the OahuMPO as one of several tools used to prioritize projects for decisions regarding their inclusion in the Transportation Improvement Program and the Oahu Regional Transportation Plan (ORTP). Mr. Lum discussed the performance measures used for both highway and transit evaluation. Mr. Lum emphasized that the values assigned to projects have limitations and should not be perceived as the sole indicator of congestion relief or project worth.

Discussion Highlights:

[Note: Unless otherwise specified, questions were answered by Mr. Lum.]

- In response to a question by Dale Evans: An old certification review by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) identified a need to develop a Congestion Management System, now called a CMP. The CMP has been developed by the OahuMPO. The current 2007 certification review by the federal agencies have found that the OahuMPO fully meets the requirements for metropolitan planning organizations.
- In response to a question from the public: Honolulu’s Intelligent Transportation System infrastructure was not able to collect the desired travel time data for the CMP. To address island-wide congestion, the ORTP focused its attention on the H-1 travel corridor from Ewa/Central Oahu to downtown due to the high level of congestion and targeted/projected growth. Other innovative funding mechanisms must also be investigated to address Oahu’s huge transportation needs.

4. CAC Meeting Time and Location

Chair Carole announced the survey results for CAC meeting times and locations. The majority of the responding member organizations prefer the current time, day, and location.

5. OahuMPO Meeting Highlights - Policy Committee & Technical Advisory Committee

Ms. Yasuda announced that there was no Technical Advisory Committee meeting held since the CAC last met in October.

- There is no Technical Advisory Committee meeting scheduled at this time.

Ms. Yasuda announced that the Policy Committee met on October 22, 2007.

- At that meeting, the Policy Committee considered five items regarding the CAC:
 1. Membership request: The AARP was appointed to the CAC.
 2. Recommendations on the FY 2009 Overall Work Program: The CAC recommendations were accepted and will be transmitted to the agencies for their consideration.
 3. Reminder of Public-Private Partnership guidelines: The Policy Committee accepted the CAC's reminder.
 4. Requesting the Policy Committee to urge the Senate Transportation Committee to hold a hearing on House Bill 70 House Draft 3 (HB 70 HD 3): This request was heard at the Policy Committee. Although he has introduced a bill on tolls and finds HB 70 worth pursuing, Chair Espero acknowledged that the Senate Transportation Committee chair has decided not to hear HB 70 HD 3. The Policy Committee took no action.

Chair Carole announced two handouts that were distributed for the membership:

- *Copy of a letter from Senator Kalani J. English to the Policy Committee regarding the decision for the Senate Transportation Committee not to entertain HB 70 HD 3.*
- *Copy of a letter providing an opinion from the House Majority Office regarding the above letter.*

Chair Carole summarized the final CAC item that was presented to the Policy Committee:

5. Requesting that the Citizen Advisory Committee Chair sit at the Policy Committee table: The Policy Committee Chair recommended that an update of CAC activities be a recurring agenda item to be presented by a representative of the CAC at Policy Committee meetings.
- In response to a question by Mr. Kane: Mr. Lum explained that the Chair of the Policy Committee indicated that the CAC is currently able to participate in the discussions at the Policy Committee meetings. The Chair recommended that the CAC be placed on all of the Policy Committee agendas, and that a representative of the CAC report the committee's activities at each meeting. It was also pointed out that the Chair of the Policy Committee already has the discretion to invite people to sit at the table, so a vote on this request was unnecessary.
 - In response to a comment by Tom Berg: Chair Carole said he would entertain a motion for consideration at the next CAC meeting that the CAC present to the Policy Committee the concept of Public-Private Partnerships.

Ms. Evans moved and Mr. Youngquist seconded a motion asking that the CAC consider making a recommendation to the Policy Committee regarding the concept of Public-Private Partnerships and Tolls, and that such consideration be placed on the December 19 agenda.

Mr. Belford moved and Mr. Kane seconded, with reservations about some of its language, a motion that the resolution presented by Chair Carole be placed on the December 19, 2007 agenda.

Representative Cabanilla requested that Executive Director Lum read a paragraph from a letter written by the OahuMPO to the Policy Committee regarding the certification review conducted by the FHWA and the FTA.

Noting two active motions already on the floor, Representative Cabanilla's request was deferred. Chair Carole proceeded to take action on the two motions.

Ms. Evans' motion passed with a vote of eleven in favor and three abstentions (Youngquist, Kane, and Vice Chair Joe Magaldi).

Mr. Belford's motion passed with one abstention (Youngquist).

6. Announcements

Chair Carole announced that there will be a CAC meeting on December 19, discussing the topic of Transit-Oriented Development. Chair Carole announced that a handout provided to the membership, "*Fruitless in Fruitvale*", would be presented by Mr. Berg.

- Mr. Belford requested the Chair to have the Executive Director clarify the role of the Policy Committee and the CAC with regards to advising the legislature in the context of Senator English's letter.
- In response to a question by Mr. Kane: Ms. Yasuda will research the CAC bylaws regarding the appropriateness of providing additional materials for distribution at CAC meetings.
- In response to a question by Mr. Genadio: A presentation on the latest rail technology can be a topic for an upcoming CAC meeting.

Mr. Kane moved and Mr. Youngquist seconded that a presentation on the latest rail technology be included on the agenda at the earliest possible meeting. No vote was taken on this motion.

- A comment given by Vice Chair Magaldi recommended that, at the December meeting, both sides of Transit-Oriented Development issue be presented and include representatives from the Department of Planning and Permitting.
- A comment given by Ms. Evans recommended that this committee should listen to all sides and encouraged fulfilling the request from Representative Cabanilla at the December 19 meeting.

The meeting was adjourned at 5:00 p.m.