

Minutes of the
Oahu Metropolitan Planning Organization

TECHNICAL ADVISORY COMMITTEE

Friday, November 4, 2005, 1:30 p.m.
Department of Transportation Fifth Floor Conference Room
869 Punchbowl Street, Honolulu, Hawaii

Members Present:

Toru Hamayasu, Chair	DTS	Kathy Sokugawa	DPP
Glenn Yasui, Vice Chair	DOT	James Burke	DTS
John Mapes (alternate)	DBEDT	Steve Wong (ex officio)	FAA
Scott Derrickson (alternate)	DBEDT-OP	Carissa Unpingco	
Dean Nakagawa	DOT	(alternate, ex officio)	FAA
Randolph Hara	DPP	Elizabeth Fischer (ex officio)	FHWA
Ray Sakai (alternate)	DPP		

Members Absent: Gareth Sakakida (HTA, ex officio), A. Ricardo Archilla (UH, ex officio)

Guests Present:

Francisco Figueirido	Councilmember Djou staff
Rich Kane	Pacific Resource Partnership (CAC)
Mark Scheibe	Parsons Brinckerhoff

Staff Present: Gordon Lum, Shevaun Low, Lauren Brennan, and Pamela Toyooka

The meeting was called to order at 1:32 p.m. by Chair Toru Hamayasu. A quorum was present.

I. MINUTES OF THE AUGUST 18, 2005 MEETING

James Burke moved and John Mapes seconded that the minutes of the August 18, 2005 meeting be approved as circulated.

Chair Hamayasu suggested adding the word “serious” to the last sentence of the fifth bullet on page 2 of the August 18, 2005 meeting minutes. The sentence would now read: “Mr. Tsuzuki noted that the military expressed serious concerns regarding security issues, terroristic threats, and the existing Ford Island Master Plan.”

The minutes were approved as amended.

[Kathy Sokugawa arrived at 1:35 p.m.]

II. FINANCIALLY CONSTRAINING THE 2030 OAHU REGIONAL TRANSPORTATION PLAN (ORTP)

Handout(s):

1. *CMS Prioritized ORTP Project Listing*
2. *Congestion Management System Point System*
3. *Project Location Maps*
4. *Estimates of Percent Federal Highway Funds Available by Counties for 2030*

Gordon Lum introduced Shevaun Low, Project Manager of the ORTP. She said that, as a result of the technical analysis presented in Deliverable 8.2 and public comments received on the four Strategic Plan Concepts, a financially unconstrained “Ideal Plan” that addresses Oahu’s 2030 transportation needs has been developed. The “Ideal Plan” has been distributed to the members; comments on the “Ideal Plan” are due by November 18, 2005.

A Financially Constrained Plan is currently under development and will be discussed at the December 15, 2005 TAC meeting. TAC was asked at today’s meeting to make recommendations and provide guidance that will allow OMPO and its consultant to develop a Financially Constrained Plan.

Assumption with Respect to Developer Contributions

Mr. Lum said that the 2025 ORTP assumed that 20% of project costs for new roads in developing areas (e.g., Ewa), would be financed using developer contributions. OMPO is asking TAC to provide direction/guidance on establishing the percentage of developer financing for applicable projects for the 2030 ORTP.

Ms. Sokugawa said that the City Department of Planning and Permitting (DPP) is asking developers to pay 100% of the new interchanges and new roads. DPP’s position is that the developer contributions collected in the past were too small. DPP anticipates that there will be an impact fee schedule developed soon.

Glenn Yasui said that the Hawaii Department of Transportation’s (HDOT) position was that, for local roads impacted primarily by a development, the developer contribution should be 100%. For regional roads, the developer contribution should be at least 20%. He noted that these two categories should be separated.

Dean Nakagawa stated that, while it was premature to make an assumption about the developer financing, he agreed that a 20% developer contribution for regional roadways was too low.

Scott Derrickson said that the Department of Business, Economic Development & Tourism, Office of Planning (DBEDT-OP) is currently working with HDOT to establish a process to identify projects by region. He agreed that local roads being impacted by a development should be wholly the responsibility of the developers. He was not as definitive about those roads that had a regional impact. He stated that there were two problems – the first was that there was no list of mid-range projects (those projects that had both a local and regional impact); and second,

impact fees could be too onerous for the developers. Expanding on this statement, Mr. Derrickson said that 66% of the cost of regional roadways should be paid by developers because of the amount of traffic that new development contributes. If developers pay only 20%, who pays the remaining 46%? What City and/or State agency bears the burden of costs and to what magnitude? To address this, he suggested that other revenue sources be evaluated. He also agreed with Mr. Yasui, Mr. Nakagawa, and Ms. Sokugawa – for Ewa, the developers should be financing regional roadways at a rate of more than 20%.

Mr. Derrickson said that the 20% is based on developer self-reporting, and the current Ewa impact fee schedule is not sufficient. Ms. Sokugawa responded that DPP's projections for housing and business units were closer to the actual number of housing units that were developed. The majority of local roadways are 100% paid for by the developers. For some regional roads, some developers are getting credit for monies they have already spent, and are continuing to spend, on engineering, design, and construction to improve transportation in the area today and in the near future. In some cases, the developers are selling these credits. This will result in the State getting less money.

TAC Recommendation: *TAC recommended that the consultant investigate using a minimum of 20% as the amount contributed by developers and; if proven justifiable by OMPO's consultant, provide a rationale for using a higher percentage.*

[Ms. Sokugawa left the meeting at 2:10 p.m.]

Mr. Lum added that the number that is used in the ORTP in no way obligates the developers, the City, or the State. It will be used as another source of revenue that could be available for projects in the ORTP.

[At 2:16 p.m. Steve Wong left the meeting.]

Assumption with Regard to STP Flexible Funds

Handout: Estimates of Percent Federal Highway Funds Available by Counties for 2030

Mr. Lum said that, in August 2004, HDOT developed estimates of the percentage of highway funds that would be available to the counties annually between 2005 and 2030. This was intended to be used as a guide in developing long-range transportation plans. Under these guidelines, Oahu will receive 28.82% of the Surface Transportation Program (STP) Flexible, Congestion Mitigation and Air Quality Program (CMAQ), and Minimum Guarantee funds. The State will set aside 25% of these funds to be used in any of the counties. OMPO is asking TAC to provide direction/guidance as to the percentage of the State's set-aside of the STP flexible, CMAQ, and Minimum Guarantee funds that would be available to Oahu over the next 25 years.

Mr. Hamayasu suggested that OMPO work directly with HDOT to determine a portion of the State set-aside that was reasonable.

TAC Recommendation: *TAC recommended that OMPO work directly with HDOT to estimate Oahu's portion of the State's 25% set-aside of STP flexible, CMAQ, and Minimum Guarantee funds.*

Assumption with Regard to System Preservation

Mr. Lum said that the 2025 ORTP allocated \$1.05 billion for system preservation for State highways, or 25% of the projected funds from existing sources. OMPO is asking TAC to provide direction/guidance on the degree of funding for system preservation for State highways for the 2030 ORTP.

Mr. Lum asked if there were any policies that would affect the amount of the funding dedicated to system preservation. Mr. Hamayasu responded that the City's policy is to increase spending on system preservation over the next 25 years. Mr. Yasui added that HDOT's policy is also to increase spending on system preservation over the next 25 years.

TAC Recommendation: *TAC recommended that OMPO work directly with HDOT to identify future system preservation needs.*

Assumption with Regard to Bikeways

Mr. Lum said that the 2025 ORTP programmed \$70.2 million for bike projects. This represented roughly 47% of the cost to fully implement Oahu's bike plans (e.g., *Bike Plan Hawaii* (State plan) and *Honolulu Bicycle Master Plan* (City plan)). Mr. Lum summarized that there was also fairly consistent support for more bike facilities expressed at the September 2005 ORTP community meetings. OMPO is asking TAC to provide direction/guidance as to the percentage or level of funding for Oahu's bike plans for the 2030 ORTP.

Mr. Burke and Mr. Derrickson suggested that the level of funding of bike projects in the City and State bike plans be increased from 47% to 75% or, ideally, 100%. Mr. Hamayasu stated that, while he would like to see additional funding for bikeway projects, he agreed with Mr. Yasui that 100% funding of bike projects may be unreasonable, given the tremendous transportation needs on Oahu.

TAC Recommendation: *TAC recommended that the bike projects be funded, at a minimum, at 47%; and if some rationale could be justified, at a higher level.*

Assumption with Regard to "Must Have" Projects

Mr. Lum said that the consultant had developed a financially unconstrained list of projects that aims to address the transportation issues and deficiencies identified in Task 6. OMPO is asking TAC to review the list of projects and give some direction as to which projects the agencies would consider as "must have" projects. This will assist the consultant in developing a financially constrained list.

TAC Recommendation: *TAC identified the following project numbers as critical in meeting the transportation needs on Oahu over the next 25 years:*

- 6 (Intra-island Express Commuter Ferry, Barbers Point to Pier 9)
- 18 (Bike Plan Hawaii – Oahu portion)
- 20 (Transportation Demand Management Program)
- 21, 22 (Van Pool)
- 39, 282 (Makakilo Drive, Extension, Makakilo Drive to North-South Road/Interstate Route H-1)
- 60, 61 (Farrington Highway, Safety Improvements)
- 62, 67 (Farrington Highway, Widening, Fort Barrette Road to Fort Weaver Road)
- 65 (Farrington Highway, Widening, Hakimo Road to Kalaeloa Boulevard)
- 72 (Fort Barrette Road, Widening, Farrington Highway to Roosevelt Avenue)
- 81, 93 (Intelligent Transportation Systems)
- 84 (Hanua Street, Extension, Farrington Highway to Malakole Street)
- 101, 115, 155 (Interstate Route H-1, New Interchange, Kapolei Interchange)
- 105, 114, 153 (Interstate Route H-1, Widening, Middle Street to Vineyard Boulevard)
- 106 (Interstate Route H-1, Widening, Liliha Street to Pali Highway)
- 108, 162 (Interstate Route H-1, Operational Improvement, Lunalilo Street to Vineyard Boulevard)
- 109, 110, 111 (Interstate Route H-1, Addition and Modification of Freeway Access, Makakilo and Palailai Interchanges)
- 116 (Interstate Route H-1, On- and Off-Ramp Modifications, Various Locations)
- 124 (Interstate Route H-1, Interchange Modifications, at University Avenue)
- 129, 173 (Interstate Route H-1, Waiawa Interchange, Westbound, Additional Westbound Lane)
- 130 (Interstate Route H-1, HOV Lanes, Waiawa Interchange to Makakilo Interchange)
- 134, 143 (Interstate Route H-1, Zipper Lane PM, Airport Interchange to Waiawa Interchange)
- 135, 174 (Interstate Route H-1, Off Ramp Improvements, Waipahu Street Off Ramp)
- 145 (Interstate Route H-2, New Interchange, Kipapa Gulch)
- 147 (Interstate Route H-2, Ramp Widening, Waipio Interchange)
- 175 (Interstate Route H-1, Operational Improvements, Ward Avenue On-Ramp at University Interchange)
- 179 (Interstate Routes H-1 & H-2, Operational Improvements, Waiawa Interchange)
- 183 (Kahekili Highway, Improvements & Widening, Haiku Road to Kamehameha Highway)
- 186 (Kalaeloa Boulevard Corridor, Roadway Improvements)

- 187, 188 (Kalaeloa, Roadway Improvements, Vicinity of Barbers Point Naval Air Station)
- 193 (Kalaniana'ole Highway, Roadway Improvements, Olomana Golf Course to Waimanalo Beach Park)
- 219 (Kamehameha Highway, Widening, Lanikuhana Avenue to Ka Uka Boulevard)
- 242 (Kamehameha Highway, Safety Improvements)
- 248 (Kamehameha Highway, Traffic Improvements, Hygenic Store to Kaalaea Stream)
- 265 (Kapolei Parkway, Completion, Kapolei to Ewa Beach)
- 266 (Kapolei Parkway, Extension, Aliinui Drive to Kalaeloa Boulevard)
- 271 (Kunia Road, Widening, Royal Kunia to Schofield)
- 272 (Kunia Road, Widening, Anonui Street to Farrington Highway)
- 273 (Kunia Road, Widening, Royal Kunia to Anonui Street)
- 275 (Leeward Community College, Second Access Improvements)
- 278 (Likelike Highway, Widening, Kamehameha Highway to Kahekili Highway)
- 287 (Makakilo Mauka Frontage Road, New Roadway, Kalaeloa Boulevard to Makakilo Drive)
- 304 (Nimitz Highway, Flyover, Keehi Interchange to Pacific Street)
- 307 (North/South Road, Widening and Extension, Interstate Route H-1 to Kapolei Parkway)
- 333 (Rockfall Protection, Various Locations)
- 336 (Salt Lake Boulevard, Widening, Lawehana Street to Ala Lilikoi Street)
- 341 (Sand Island, New Tunnel, Kalihi Channel)
- 352 (Wahiawa 2nd Access, New Roadway, Whitmore Village to Wahiawa)
- 431B, 440 (Rail Transit, Kapolei to Manoa)
- 434 (Kamehameha Highway, Transit Centers, Aiea)
- 436 (Middle Street, Intermodal Transit Center)
- 444A (TheBus Service, Expansion, Rural Areas)
- 444B (TheBus Service, Expansion, Islandwide)
- 445 (Wahiawa, Transit Center, California Avenue)
- 447 (Waianae, Transit Center, Leihoku Street)
- 453 (TheBus Service, Expansion, Islandwide)
- 454 (TheBus Service, Expansion, Ewa-Kapolei-Central Oahu)
- 456 (Enhancement Projects)

The meeting was adjourned at 3:40 p.m.