Minutes of the
Oahu Metropolitan Planning Organization

POLICY COMMITTEE

Wednesday, February 15, 2006, 5:00 p.m.
Hawaii Convention Center, Rooms 319A/B
1018 Kalakaua Avenue
Honolulu, Hawaii

Members Present:
Representative Marilyn Lee, Chair
Councilmember Todd Apo, Vice Chair
Councilmember Romy Cachola
Representative Mark Moses
Senator Brian Kanno
Rodney Haraga, DOT Director
Melvin Kaku, DTS Director

Members Absent: Councilmember Charles Djou, Councilmember Ann Kobayashi,
Councilmember Gary Okino, Representative Joseph Souki, Senator Will Espero, Senator
Lorraine Inouye

Guests Present:
CAC Members Present:
Committee for Balanced Transportation
NB #10 Makiki-Lower Punchbowl-Tantalus
American Planning Association
Committee for Balanced Transportation
E Noa Corporation
Eye of the Pacific
Hawaii Bicycling League
Hawaii Teamsters and Allied Workers, Local 996
Land Use Research Foundation
League of Women Voters
NB #01 Hawaii Kai
NB #02 Kuliouou-Kalani Iki
NB #05 Diamond Head-Kapahulu-Saint Louis Heights
NB #08 McCully-Moiliili
NB #09 Waikiki
NB #18 Aliamahu-Salt Lake-Foster Village
NB #21 Pearl City
NB #24 Waianae Coast
NB #26 Wahiawa
NB #30 Kaneohe
NB #34 Makakilo-Kapolei-Honokai Hale
NB #35 Mililani Mauka-Launani Valley
North Shore Chamber of Commerce
Pacific Resource Partnership
Waikiki Residents Association
Joe Magaldi, Chair
Charles Carole, Vice Chair
Bob McGraw
Frank Genadio
Tom Dinell
Patricia Blum
Scott Snider
Michael Costa
Gladys Quinto
Jacqueline Parnell
Don Huff
Linda Starr
Joe Otto
Janet Inamine/Ron Lockwood
Robert Finley
Larry Baird
David Lemon
Karen Awana
Ben Acohido (Chair)
Wendell Lum
Mike Golojuch
Pamela Young
Gil Riviere
Richard Kane
Daisy Murai
Other Guest Present: General Public

OMPO Staff Present: Gordon Lum (Executive Director), Shevaun Low, Laureen Brennan, Pamela Toyooka

OMPO Consultant & Subconsultant Present:
Kaku Associates: Dick Kaku and Tom Gaul
The Limtiaco Company: Brett Moyer, Diane Peters-Nguyen, Ruth Limtiaco, and Jeff Barrus
Belt Collins Hawaii: Sue Sakai and Lynn Fukuhara

Handouts:
1. Draft ORTP 2030
2. Comment Sheet

Chair Marilyn Lee called the meeting to order at 5:35 p.m. A quorum was present. Chair Lee indicated that comments and public testimony would be taken after the presentations.

I. OAHU REGIONAL TRANSPORTATION PLAN (ORTP) 2030 ISLAND-WIDE COMMUNITY MEETING PRESENTATION AND SOLICITATION OF PUBLIC COM1VIENTS

Dick Kaku continued his presentation on the draft 2030 ORTP. He provided an overview of the Draft ORTP 2030, socio-economic and traffic-impact projections, and revenue and expenditure analyses. Mr. Kaku stated that, with 240,000 new residents and 130,000 new jobs in 2030, many of the major arterials would experience significant congestion if no new transportation facilities are built. Under these conditions, average morning peak period travel times to downtown Honolulu are projected to be in excess of 80 minutes from approximately two-thirds of the island – from such areas as Ewa, Central Oahu, the Waianae Coast, and the North Shore.

Mr. Kaku stated that the vision of the Draft ORTP 2030 focuses on increased mobility options and recognizes the importance of the H-1 travel corridor. Projects in the Draft ORTP 2030 include a rail transit system as a key component; congestion relief projects serving the Ewa area (such as expansion of Farrington Highway, Fort Barrette Road, Kapolei Parkway, and North South Road) and the H-1 travel corridor (such as the widening of H-1 and Moanalua Freeway, a new Nimitz Highway flyover, and a PM zipper lane); second access facilities; improvements to increase the roadway’s efficiency or reduce auto demand; bicycle and pedestrian facilities; and strategies to make the roadways operate smarter.

Mr. Kaku said that, compared to doing nothing between today and the year 2030, the Draft ORTP 2030 would result in significant reductions in daily vehicle hours of travel, daily vehicle hours of delay, the number of congested roadways, and travel times during the morning peak period; as well as a significant increase in daily transit ridership.
The 25-year cost estimate of the Draft ORTP 2030 is $13.5 billion – $6.4 billion for highway and transit capital costs and $7.1 billion for system preservation, and highway and transit operation and maintenance costs.

Ms. Peters-Nguyen and Mr. Kaku responded to questions and received comments and public testimony from the audience.

Mr. Kaku repeated his presentation at 7:10 p.m.

Ms. Peters-Nguyen and Mr. Kaku responded to questions and received comments and public testimony from the audience.

A summary of the comments received follows. Note that the comments have been grouped together based on, first, the comments received on the Draft ORTP 2030 and the process used to develop the plan; second, comments received on the projects in the Draft ORTP 2030; and lastly, comments received on projects not included in the Draft ORTP 2030. Duplicative comments are identified in parentheses.

Comments Received on the Draft ORTP 2030 and the Process Used to Develop the Plan

- Support for Central Oahu projects
- Support for concurrency (construction of homes/roads concurrently) (3)
- Support for interagency coordination
- Support for maintenance of existing roadways
- Support for more public meetings
- Support for planned growth in Kapolei and Ewa
- Support for public outreach program
- Support for public/private partnerships
- Support for reduction in number of cars
- Support for transportation infrastructure to accommodate North Shore traffic congestion caused by development and tourists in the area
- Support for TSM projects
- Support for underground utilities
- Questioned financial plan and revenue projections
- Questioned process
- Questioned revenue projections
- Questioned use of only the AM and PM peak periods in analysis (2)

Comments Received on the Projects in the Draft ORTP 2030

Project 18, Bike Plan Hawaii - Oahu
- Support for bikeway projects (5)
- Support for bikeways; increased funding
Project 34, 289, Central Mauka Road
- Support for Central Mauka Road (2)
- Support for Central Mauka Road in Mid-Range Plan

Project 101, 115, 155, Route H-1, New Interchange, Kapolei Interchange
- Support for Kapolei Interchange

Project 39, 282 Makakilo Drive, Second Access, Makakilo Drive to North-South Road
- Support for Makakilo Drive Extension (3)
- Support for Makakilo Drive Extension (4 lanes)
- Support for Makakilo Drive Second Access in Mid-Range Plan
- Questioned cost estimate for Makakilo Drive extension

Project 456, Enhancement Projects
- Support for pedestrian projects (3)
Comments Received on the Projects in the Draft ORTP 2030 (continued)

Project 431B, 440, Rail Transit, Kapolei to Manoa
- Support for rail transit (9)
  - Underground (2)
  - Through Salt Lake (1)
  - To Windward Oahu (1)
  - To Waikiki (1)
  - Grade-separated (1)
  - Bigger / faster rather than smaller / slower (1)
  - Eminent domain concerns (1)
- Does not support rail transit (2)
- Questioned AA/DEIS time line and decision-making process
- Questioned rail transit ROW acquisition for project
- Questioned capacity of rail system
- Questioned cost estimate for rail transit
- Questioned what happens if rail is not included in plan

Project 352, Wahiawa, Second Access, Whitmore Avenue to Meheula Parkway
- Support for Wahiawa Second Access (2)
- Support for Wahiawa Second Access in Mid-Range Plan

Project 445, Wahiawa, Transit Center, California Avenue
- Support for Wahiawa Transit Center

Project 357, Waianae Mauka Road, Second Access, Waianae to Kapolei
- Support for Waianae Mauka Road in Mid-Range Plan
- Does not support Waianae Mauka Road

Comments Received on Projects NOT included in the Draft ORTP 2030
- Support for construction of new Pearl City interchange
- Support for Farrington Highway widening along Waianae Coast
- Support for jitneys
- Support for Kaneohe Transit Center
- Support for North Shore Second Access, Kahuku to Helemano
- Support for Waianae Mauka Freeway (Waianae to Kunia)

There being no other business, the meeting was adjourned at 8:00 p.m.