

Minutes of the
Oahu Metropolitan Planning Organization

POLICY COMMITTEE

Monday, February 27, 2012, 10:00 a.m.
Council Committee Meeting Room 205
530 South King Street, Honolulu, Hawaii

Members Present:

Representative Marilyn Lee, Chair	Senator Will Espero
Councilmember Breene Harimoto, Vice Chair	Senator Carol Fukunaga
Councilmember Tom Berg	DOT Director Glenn Okimoto
Representative Karen Awana	DTS Director Wayne Yoshioka
Senator J. Kalani English	

Member(s) Absent: Councilmembers Romy Cachola, Stanley Chang, & Nestor Garcia; and Representative Joseph Souki

Guests Present:

Philmund Lee (CM Berg)	Elizabeth Fischer (FHWA)
Dennis Galolo (CM Cachola)	Kevin Killeen
Ken Tatsuguchi (DOT)	

OahuMPO Staff Present: Brian Gibson, Lori Arakaki, Pamela Toyooka

The meeting was called to order at 10:13 a.m. by Chair Marilyn Lee. A quorum was present.

I. MINUTES OF THE DECEMBER 27, 2011 MEETINGS

The minutes of the December 27, 2011 meetings were unanimously approved as circulated.

II. CONSIDER REVISIONS #10 and #11 TO FFYs 2011-2014 TIP

Handout(s): Draft Revisions #10 & #11 to Federal fiscal years (FFYs) 2011-2014 Transportation Improvement Program (TIP); Intergovernmental Review and Public Review comment summaries for Revision #11 to the FFYs 2011-2014 TIP; Project Evaluations for the New Projects Added in FFYs 2011-2014 TIP Revision #11

Revision #10

OahuMPO Director Brian Gibson gave a presentation on the Draft Revision #10 to FFYs 2011-2014 TIP. The design and scope of all projects remain the same. Most of the proposed changes contribute to a reduction in Federal Highway Administration (FHWA) formula funds programmed for Oahu. The TIP would remain fiscally constrained. This revision is an expedited administrative modification, so it does not require review by the Technical Advisory Committee or solicitation of public comment.

Vice Chair Breene Harimoto moved and Senator Carol Fukunaga seconded that Revision #10 to FFYs 2011-2014 TIP be approved.

Councilmember Tom Berg asked what the “*right-of-way (ROW) previously obligated*” for the Leeward Bikeway Phase I meant. Director Gibson stated that the funds to be used for ROW acquisition were previously programmed in the TIP and obligated. What is being deleted is a duplication of that.

No one testified on this revision.

A voted was taken on the motion on the floor. The motion was unanimously carried.

Revision #11

Director Gibson gave a presentation on Revision #11 – including technical analyses (project criteria, project evaluations, Congestion Management Process, and Title VI & Environmental Justice analysis), Intergovernmental Review comments, and public comments. Six projects would be added and two projects would be deleted; funds would be added to one project; and a change to one project title. The TIP would remain fiscally constrained. The TAC met on February 10 and unanimously recommended approval of Revision #11.

Department of Transportation Services (DTS) Director Wayne Yoshioka moved and Vice Chair Harimoto seconded that Revision #11 to FFYs 2011-2014 TIP be approved.

In response to Senator Fukunaga’s question regarding Department of Planning and Permitting’s (DPP) request to participate in Project OS88 (Interstate H-1 Corridor Study), Director Yoshioka stated that OS88 is broader than the one that focuses on the Ala Moana area. This study actually goes all the way through the corridor, through the region. DPP is saying that they’re interested in coordinating their Transit-Oriented Development Program, along with what goes on with this study. It’s not a negative comment; it’s just for information.

[Representative Karen Awana arrived at 10:40 a.m.]

Vice Chair Harimoto asked how the Policy Committee ensures that every project encompasses the concept of Complete Streets. Director Gibson responded that, speaking for OahuMPO, within the scope of each OahuMPO project, they would give specific thought to all users, to each mode of transportation.

Director Yoshioka stated that the 6% figure for bicycle and pedestrian projects shown in the presentation is deceiving, because bike projects and pedestrian improvements are not always listed as specific bike and pedestrian projects. Most of the City’s projects that are roadway construction-related incorporate bike and pedestrian elements in them. About a year ago, Hawaii Department of Transportation (HDOT) took the lead on establishing a Complete Streets task force. All the counties participated, along with many community groups. It was a very successful task force, as several efforts came out of that. Kauai has already adopted a Complete Streets policy. The City and County of Honolulu, under Councilmember Harimoto’s efforts, is

moving forward with an ordinance to establish a Complete Streets policy. So, every project will go through a checklist that will consider all modes of transportation. Complete Streets typically is an issue more when you're retrofitting in an area that was built before people were aware of Complete Streets, than when you're building new facilities. In the City and County of Honolulu, the subdivision roadway guidelines already incorporate all the Complete Streets elements; so Complete Streets is already considered before building something new. The City has been working very closely with its community partners – such as AARP and the Hawaii Bicycle League – and has gotten to the point where we will have an ordinance that everyone can live with in terms of making sure that all the issues and all the modes are considered as we go through projects.

Testimony

Kevin Killeen (citizen) stated the following. For Project OS50 (Kamehameha Highway, Waiahole Bridge Replacement), there was no Americans with Disabilities Act (ADA) access due to the width of the Heeia Stream Bridge. As currently designed, the Alapai Transit Center Multi-Use Path, during rush hour, does not provide access for bicycles since people waiting for buses will be standing on the bike path; it should be moved to the makai side of the property.

In reply to Councilmember Berg, HDOT Director Glenn Okimoto stated that the deletion of Project OS80 (Vanpool Program) cuts the Federal funding for the Vanpool Hawaii Program. It is now 100% privately financed. The rates have been going up and the ridership has been cut down by close to 70%. DTS Director Yoshioka added that, the vanpool program was always a private entity with a Federal subsidy, as opposed to a government organization. The goal has always been for the program to be totally private. Though there is now reduced ridership, it is a healthier organization now because these are people who really want to participate.

A voted was taken on the motion on the floor. The motion was unanimously carried.

[Senators Will Espero and J. Kalani English arrived at 10:53 a.m.]

III. DRAFT FYs 2013-2014 OWP

Handout(s): Draft FYs 2013-2014 Overall Work Program (OWP); Summary of FYs 2013-2014 Draft OWP

Director Gibson gave a presentation on the FYs 2013-2014 OWP. Director Gibson requested comments from the members on the draft prior to it being made available for public review. Director Gibson stated that, though the public review period for the document has not started yet, there was written testimony from Natalie Iwasa in favor of work element (WE) 301.18-13/14 (Bicycle-Pedestrian Coordination), which would give dedicated staff time for an OahuMPO bicycle/pedestrian coordination.

Councilmember Berg asked about the possibility of adding one Citizen Advisory Committee (CAC) member and one Technical Advisory Committee member to the Policy Committee as voting members. Director Gibson responded that the Federal regulations basically state that the Policy Committee must be comprised of "local elected officials". So, the only people from the

CAC that could be considered local elected officials would be the neighborhood board members. Though they are elected, it is not clear if they are considered “officials”. Further, if they are considered local elected officials, then that may preclude them from serving on the CAC. The CAC is for the citizens, not local elected officials. Director Gibson noted that there are other MPOs that do have citizen representation at the Policy Committee level. Director Gibson stated that he brought this issue before the Federal officials at OahuMPO’s Certification Review; the final report is forthcoming.

Councilmember Berg asked which body would make the determination – the State Legislature and/or the City Council. Director Gibson responded that the Comprehensive Agreement, which is approved by both City and State, would have to be amended. Councilmember Berg asked if a bill or resolution by the City Council or an act passed through the Legislature is needed. Director Gibson responded that an amendment to the Comprehensive Agreement is required.

Testimony

Mr. Killeen stated that he supported WE 301.18-13/14 (Bicycle-Pedestrian Coordination). He stated that the City’s bike coordinator was not an engineer and does not do much, other than put up bike racks. He stated that there should be public-private partnerships for bike facilities – using money from philanthropists and rich Californians.

[Senator Carol Fukunaga left at 11:06 a.m. There was still a quorum.]

Director Gibson stated that the intent of WE 301.18-13/14 is not to replace or in any way duplicate the coordination that occurs at the State or City levels. It is mainly to have someone on the OahuMPO staff who is familiar with the language of bike/pedestrian planning and the latest methodologies. It is just formalizing what OahuMPO staff Marian Yasuda is already doing.

In response to Mr. Killeen, DTS Director Yoshioka stated that the City’s bicycle coordinator is a professional planner; he understands transportation planning and bike planning. He does much more than just put up bike racks. He is the key individual involved in the update of the City’s bike plan. Clearly, bike facilities need to be upgraded, but it takes some time. Largely, because of the City’s bicycle coordinator, the City is making good progress in that direction. Director Yoshioka noted that the City has a wonderful partnership with the biking community.

IV. CAC HIGHLIGHTS

Director Gibson summarized the last CAC meeting.

V. OTHER BUSINESS (ANNOUNCEMENTS ONLY)

There being no other business, the meeting was adjourned at 11:10 a.m.