

Minutes of the  
Oahu Metropolitan Planning Organization

**POLICY COMMITTEE**

Tuesday, September 6, 2011, 10:00 a.m.  
Hawaii State Capitol, Conference Room 325  
415 South Beretania Street, Honolulu, Hawaii

**Members Present:**

|   |  |                             |
|---|--|-----------------------------|
| Representative Marilyn Lee, Chair         |  | Representative Karen Awana  |
| Councilmember Breene Harimoto, Vice Chair |  | Representative Joseph Souki |
| Councilmember Tom Berg                    |  | Senator Will Espero         |
| Councilmember Romy Cachola                |  | Senator Carol Fukunaga      |
| Councilmember Stanley Chang               |  | HDOT Director Glenn Okimoto |
| Councilmember Nestor Garcia               |  | DTS Director Wayne Yoshioka |

**Member(s) Absent:** Senator J. Kalani English

**Guests Present:**

|                            |  |                             |
|----------------------------|--|-----------------------------|
| Dennis Galolo (CM Cachola) |  | Tom Smyth (NB #13, CAC)     |
| Garrett Umeda (CM Gabbard) |  | Mike Golojuch (NB #34, CAC) |
| Alvin Takeshita (HDOT)     |  | Natalie Iwasa (citizen)     |
| Patrick Tom (HDOT)         |  | Kevin Killeen (citizen)     |
| Jill Yamanouchi (HDOT)     |  |                             |

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

The meeting was called to order at 10:00 a.m. by Chair Marilyn Lee. A quorum was present.

**I. MINUTES OF THE JULY 5, 2011 MEETING**

*Senator Carol Fukunaga moved and Vice Chair Breene Harimoto seconded that the minutes for the July 5, 2011 meeting be approved as circulated. The motion was unanimously carried.*

**II. CONSIDER REVISION #7 TO THE FFYS 2011-2014 TIP**

*Handout(s): Federal Fiscal Years (FFYs) 2011-2014 Transportation Improvement Program (TIP) Revision #7 Amendment; summary of comments and responses from Intergovernmental Review of Revision #7 to the FFYs 2011-2014 TIP*

OahuMPO Executive Director Brian Gibson gave a presentation on Revision #7 to the FFYs 2011-2014 TIP – including technical analyses (project criteria, project evaluations, Congestion Management Process (CMP), and Title VI & Environmental Justice analysis), Intergovernmental Review comments, and public comments. The TIP remains fiscally constrained.

*Department of Transportation Services (DTS) Director Wayne Yoshioka moved and Senator Will Espero seconded that Revision #7 to the FFYs 2011-2014 TIP be approved.*

Director Yoshioka noted that: 1) many of the City roadway projects incorporate bicycle and pedestrian projects in them; and 2) many bicycle and pedestrian projects do not show up on the TIP, because many of the City projects are 100% locally funded.

In response to Representative Karen Awana, Senator Espero clarified that the CMP ranking stays the same. For federal purposes, the details of the program to maintain highway bridges and pavements were broken down into four separate projects in the amendment.

*[Councilmember Romy Cachola arrived at 10:13 a.m.]*

*A vote was taken. The motion was unanimously carried.*

### **III. CONSIDER CAC MEMBERSHIP FOR NEIGHBORHOOD BOARD #15**

Chair Lee stated that Kalihi-Palama Neighborhood Board #15 had attended the required number of Citizen Advisory Committee (CAC) meetings and had requested membership on the CAC.

Senator Espero stated that, as a former Neighborhood Board #15 member in the 1980s, he supported their appointment to CAC.

*Senator Espero moved and Representative Awana seconded that Neighborhood Board #15 be appointed to the CAC. The motion was unanimously carried.*

### **IV. UPDATE ON LEEWARD BIKEWAY PROJECT**

*Handout: Letter from Hawaii Department of Transportation (HDOT) to OahuMPO dated August 17, 2011 (HWY-DD 2.9164)*

Alvin Takeshita, HDOT Interim Highways Administrator, noted that he has been on the job for three weeks. Mr. Takeshita gave an update on the Leeward Bikeway Project:

- An updated archaeological survey is now required. This requirement adds nine months to the schedule; that would make it ready to be advertised in the summer of 2012.
- The schedule shows that Phase 2 will be ready to be advertised in summer of 2013. From his point-of-view, this timeframe is quite optimistic, since there are many right-of-way (ROW) issues that need to be resolved.

In response to Senator Espero, Mr. Takeshita stated that he did not know why the State Historic Preservation Division (SHPD) of Department of Land and Natural Resources (DLNR) required the survey now; however, that information should be available.

Mr. Takeshita spoke about Phase 1, Waipio Point to Hawaiian Railway Society. In response to Senator Espero, Mr. Takeshita stated that there are some private landowners in Phase 1; for

mainly Phase 2, there are many private landowners. Mr. Takeshita added that the ROW issues are specific to Phase 2, not Phase 1.

In response to Senator Espero, Mr. Takeshita stated that a notice to proceed for construction should begin four to five months after the opening of the bids; possibly very late in 2012 or early 2013.

Senator Espero asked if there is anything else that can delay the project further. Mr. Takeshita responded that everything is in place and the historic preservation process is the last hurdle.

Councilmember Tom Berg asked that the segment that is an ROW issue be identified on a map and that the landowner(s) be identified. Mr. Takeshita responded that it is not simply an ROW issue; rather, it was an internal process issue; the ROW staff will do what they need to do, depending on when they're told what to do. When the ROW staff were told what to do, they may not have been informed on a timely basis when to begin the ROW work. He noted that the Phase 2 schedule may be optimistic.

Mr. Takeshita stated that there are not clearly defined ROW lines. Senator Espero stated that he thought the alignment was along the OR&L railroad lines. Senator Espero asked if a legislative bill was needed to define the ROW. Mr. Takeshita responded that HDOT would rather work with the property owners, rather than legislate the definition.

In response to Councilmember Cachola, Mr. Takeshita stated that the rail alignment goes along Farrington Highway. Councilmember Cachola asked why the bikeway alignment is so far away from the rail alignment. Mr. Takeshita responded that the Leeward Bikeway has connectivity to the North-South Road; it will be accessible. Councilmember Cachola stated that, when the City is condemning land for the rail project, they could also condemn land for a bicycle and pedestrian facility along the rail alignment. Mr. Takeshita responded that it would not be a good idea at this stage to move the Leeward Bikeway alignment; the alignments shouldn't be combined. Senator Espero stated that we need to do both – the rail and the Leeward Bikeway.

Director Yoshioka stated that the Pearl Harbor Bike Path parallels the rail alignment. The rail will be in the middle of major arterial roads – Kamehameha Highway and Farrington Highway; it's not a good place for a bikeway. The Pearl Harbor Bike Path was specifically chosen, since it is a well-established bike path and the missing link between Waipahu Depot Road and West Loch Park. There are connections between Pearl Harbor Bike Path and the rail station.

HDOT Director Glenn Okimoto stated that the Leeward Bikeway is a high priority for HDOT, especially Phase 1.

Representative Awana stated that she agreed with the previous speakers – the Leeward Bikeway is important. This would give residents in the district an alternate mode of transportation. She offered her assistance if anything is holding up the project.

Councilmember Nestor Garcia concurred with Senator Espero's remarks. He would like the bikeway to connect to the rail alignment. The Leeward Bikeway Phase 1 is a recreational bike

path. Farrington Highway to Kamehameha Highway is a commuter bikeway. He would like a bike path under the rail alignment.

#### Testimony

Natalie Iwasa (citizen) stated that she possessed a letter from 2000 regarding the environmental assessment. She asked what has changed since then for the SHPD to now say that an archeological study is needed. She also stated that she had heard that the bike path may be closed at night. That would force the riders onto the road, which would result in more deaths; there have already been a couple of deaths.

### **V. PRESENTATION OF FY 2013 PLANNING PRIORITIES FROM THE CAC AND OAHUMPO STAFF**

*Handout: OahuMPO Staff & CAC FY 2013 Planning Priorities*

Director Gibson gave a presentation on the CAC- and OahuMPO staff-recommended planning priorities for FY 2013. He also stated that the OWP will become two-year document.

Director Yoshioka stated that the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) now want a two-year commitment of the funds to be used in the two-year OWP at the time a project(s) is requested to be placed in the OWP. The only way the City can have the funds committed is to submit a 2-year budget to the City Council.

Director Yoshioka stated that the City and County is completely in support of the Neighborhood Mobility Review (NMR) study. The City is currently completing its Complete Streets policy. The NMR is in the purview of the City, since neighborhood streets are in the purview of the City. He also noted that most neighborhood streets cannot use federal funds.

Councilmember Chang voiced his support of the Roadway Surface Conditions Assessment and Repair Plan/Schedule planning priority. He stated that improvement of roadways is what is most commented on by the public.

Representative Joseph Souki asked if there is a plan for the use of the estimated \$63 million in weight tax and registration fees.

Director Okimoto stated that State already has a Pavement Management System that does exactly what Director Gibson described with regard to the roadway assessment study being proposed for the OWP; the HDOT plan assesses the pavement of the State roadways and ranks them from worst to best. It is part of the federal requirements. The estimated \$63 million would allow the State to go further down its list to repair more roads than HDOT has been able to in the past.

Director Okimoto asked Director Gibson if the proposed study was different from the existing HDOT plan. Director Gibson replied that when the public was asked what their biggest needs were, one of them was roadway conditions.

Director Yoshioka stated that the City Department of Facilities Maintenance already has a Pavement Management System; larger projects are with the Department of Design and Construction. Both the State and the City face challenges with roadway maintenance. There are more maintenance projects than there are funds available for maintenance. The problem is not having a system in place, but with catching up to the level of maintenance that needs to be done.

Councilmember Berg stated that there should be an increase in the general excise tax (GET) and gas tax for the State and the City. This discussion should be added to the CAC agenda. Councilmember Cachola stated that he would testify against a tax increase; the constituents would suffer.

Councilmember Cachola questioned why a freight study is a priority; he stated that it would be a waste of time and money, since the State HDOT Harbors Division should already know this information already. Director Gibson responded that, as OahuMPO does its long-range plan, it doesn't have a good understanding of the needs of freight shippers across the island; so, he feels the need to go out and collect that information. It is possible that HDOT or DTS already has this information; so, that study may entail collecting the information from the agencies.

#### Testimony

Kevin Killeen (citizen) testified in support of the Complete Streets study. He stated that there are CMP funds for the federal match for the NMR. Also, the Central Mauka follow-up is presumptuous since it is not in original FY 2012 OWP.

Ms. Iwasa (citizen) stated that the removal of the NMR was not transparent, since it wasn't on the agenda. She asked about the City's timeline for this study.

Director Yoshioka reiterated that the City is supportive of the Complete Streets policies; it is working right now to implement the Complete Streets policies with the help of Vice Chair Breene Harimoto. As part of the FY 2012 OWP public review process, DTS had asked that the NMR be removed from the FY 2012 OWP because the Complete Streets policy was not complete yet. It would make more sense to have the Complete Streets policies complete, so that the policies can be applied to the NMR study. DTS is not opposed to doing the NMR study in FY 2013. However, DTS had requested that the NMR study be a City-administered study, because most of the streets that the NMR study would deal with are City streets.

In response to Mr. Killeen, Director Yoshioka stated that federal funds only extend down to certain categories of roadways; most neighborhood streets are below those categories and are not eligible for federal funding. So, most of those streets are funded using 100% City funds; also, because of this, the NMR study should be administered by the City.

## **VI. CITIZEN ADVISORY COMMITTEE HIGHLIGHTS**

CAC Chair Michael Golojuch summarized the last CAC meeting.

## **VII. OTHER BUSINESS (ANNOUNCEMENTS ONLY)**

*There being no other business, the meeting was adjourned at 11:22 a.m.*