

Minutes of the
 Oahu Metropolitan Planning Organization
TECHNICAL ADVISORY COMMITTEE
 June 16, 2021
 Virtual Meeting hosted on Microsoft Teams

Members Present:

Name	Agency	Voting Rights	Present
Ken Tatsuguchi (Chair)	HDOT	Yes	X
Masatomo Murata	HDOT	Yes	X
Ryan Tam (Vice Chair)	HART	Yes	X
Adele Balderston	HART	Yes	X
Eileen Mark	DTS	Yes	X
Marian Yasuda	DTS	Yes	X
Dina Wong	DPP	Yes	X
Andy Yamaguchi	DPP	Yes	X
Joseph Roos	DBEDT	Yes	X
Ruby Edwards	OP	Yes	X
Kimberly Evans	FAA	No	X
Ted Matley	FTA	No	
Kyle Oyasato	DFM	No	
Gareth Sakakida	HTA	No	
Tim Trang	DDC	No	
Amy Ford-Wagner	FHWA	No	

Guests Present: Rachel Roper (HDOT), Virginia Sosh (DTS), Yoko Tomita (DTS)

OahuMPO Staff Present: Alvin Au, Roni Schack, Nicki Smith, Tori Treviño, Samantha Lara, Kiana Otsuka, Nicole Cernohorsky, Joel Vincent, Randolph Sykes, and Zakari Mumuni

The meeting was properly noticed in accordance with State law.

I. CALL TO ORDER

Chair Tatsuguchi called the meeting to order at 9:00 am.

II. ROLL CALL

Chair Tatsuguchi took roll call by reading out the list of attendees in the meeting as noted in the Teams program.

III. APPROVAL OF THE MAY 14TH MEETING MINUTES

Chair Tatsuguchi requested members review the minutes which were emailed to the members in advance of the meeting.

Marian Yasuda asked for more information on how the TAC would provide annotated comments to the Policy Board, a topic that came up in the announcements section of the May minutes. The TAC will discuss this in a future meeting.

A motion was made by Adele Balderston and seconded by Joseph Roos to approve the minutes, as presented. Voting proceeded with a roll call vote. Results of the voting are noted in the table below. There were no further discussions, or objections and the minutes were approved as presented.

Member	Roll Call Vote
Ken Tatsuguchi	Aye
Masatomo Murata	Aye
Adele Balderston	Aye
Ryan Tam	Aye
Dina Wong	Abstain
Andy Yamaguchi	Aye
Marian Yasuda	Abstain
Eileen Mark	Aye
Joseph Roos	Aye
Ruby Edwards	No vote

IV. REPORTS

A. Executive Director

OahuMPO is seeking feedback on the Draft FFYs 2022-2025 Transportation Improvement Program (TIP). OahuMPO staff co-hosted three TIP Open Houses with representatives from Hawaii Department of Transportation, City and County of Honolulu Department of Transportation Services, and Honolulu Authority for Rapid Transportation.

The Policy Board met on May 25, 2021 and received presentations on the Final Draft Overall Work Program (OWP) FY 2022, the FY 2022-2024 updated revision to the Finance Supplemental Agreement, and the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Sub-Appropriation Funding. All items were approved by the Policy Board.

The CAC met on June 2, 2021 and received a presentation on the Transportation Improvement Program FFYs 2019-2022 Revision #19 and Revision #20.

The Executive Director's Report can be viewed at: https://www.oahumpo.org/?wpfb_dl=2360

V. OLD BUSINESS

There was no old business to conduct.

VI. NEW BUSINESS

A. Transportation Improvement Program (TIP) FFYs 2019-2022 Revision #20

Nicole Cernohorsky, Transportation Impact Analyst and TIP Manager, introduced the TIP, noting that this is the last revision to the FFYs 2019-2022 TIP before it is replaced by the new FFY 2022-2025 TIP.

Revision #20 consists of amendments or major changes, which requires public & intergovernmental review, TAC consideration, Policy Board approval, demonstration of fiscal constraint and a Title VI/Environmental Justice (T6/EJ) analysis.

Revision #20 consists of amendments to one State of Hawaii project and one City and County of Honolulu project funded by the Federal Highway Administration and amendments to one City and County of Honolulu project funded by the Federal Transit Administration.

Ms. Cernohorsky reviewed each project, noting the requested changes, the funding category, and estimated total project cost. There is one new transportation alternatives (TA) project being added to OC25, which is a program that holds all the projects that were TA funds. The associated funds will be flexed from FHWA to FTA funds. A new program, OC-21-59, is being created that will hold all the projects with flexed TA funds, such as this one.

Two responses were received during the public & intergovernmental review process. DTS requested that the funds for the new project listed in OC25 and OC-21-59 be changed from Surface Transportation Block Group funding to all local funds.

In the T6/EJ analysis, OahuMPO found that \$125 more funds per capita will be spent in T6/EJ block groups, about 6% more funds per capita.

Dina Wong asked for additional explanation on what it means to flex funds. Ms. Cernohorsky explained that FHWA TA Set-Aside funds can be turned (flexed) into FTA funds, in this case the FHWA funds are to be turned into FTA §5307 funds. Marian Yasuda added that this is only allowable for funds that are going to be used for transit related purposes.

The TAC Chair asked about fiscal constraint of the TIP as adding a construction phase in OS5 Freeway Management System, Interstate H-1, H-2, and Moanalua Freeway (Route H-201 & 78) is expected to add \$12 million in expenditures. Ms. Cernohorsky clarified that the fiscal constraint is only for the four years of the TIP document (FFYs 2019-2022 in this case), and not for the additional two years (FFYs 2023-2024) which are listed only for illustrative purposes. Since the construction phase was added only to the illustrative years that are outside the four-year TIP period, the fiscal constraint is not impacted.

Ryan Tam asked for clarification on the timeline for future revisions to the TIP. Ms. Cernohorsky responded that the changes in revision #20 are to be carried over to the next TIP which is under development. The next upcoming revision will thus most likely be to the new FFY 2022-2025TIP given that it is approved before the next revision cycle in the fall/winter of FFY 2022.

A motion was made by Andy Yamaguchi and seconded by Marian Yasuda to recommend Policy Board approval of the FFYs 2019-2022 Transportation Improvement Program Revision #20, as presented.

Member	Roll Call Vote
Ken Tatsuguchi	Aye
Masatomo Murata	Aye
Adele Balderston	Aye
Ryan Tam	Aye
Dina Wong	Aye
Andy Yamaguchi	Aye
Marian Yasuda	Aye
Eileen Mark	Aye
Joseph Roos	Aye
Ruby Edwards	Aye

B. Overall Work Program (OWP) Quarterly Reports to the TAC

Nicki Smith, Planning Program Manager, provided an update on draft templates for OWP Quarterly Reports to the TAC as requested at the May TAC meeting. Ms. Smith shared that OahuMPO has been managing its budget via a Monthly Budget Tracker, which is populated by OahuMPO staff monthly.

Ms. Smith shared draft templates for the OWP by staff hours and by dollar amount, and a separate spreadsheet for tracking subrecipient studies. She noted that these documents were distributed to the committee via email the week prior to the meeting. The draft reports were developed based on the reports that OahuMPO used in 2018 and prior. Ms. Smith noted that OahuMPO’s consultant contracts have not yet been added to the report. Marian Yasuda suggested putting them in a separate tab or on the subrecipient monitoring tab.

The TAC Chair asked the committee to review the draft reports and provide feedback to OahuMPO staff within two weeks.

VII. INVITATION TO INTERESTED MEMBERS OF THE PUBLIC TO BE HEARD ON MATTERS NOT INCLUDED ON THE AGENDA

VIII. ANNOUNCEMENTS

Victoria Trevino noted that the discussion about annotations on TAC actions for the Policy Board should be addressed in the next meeting as an agenda item.

IX. ADJOURNMENT

Chair Tatsuguchi adjourned the meeting at 9:57 am.

The meeting's presentation may be viewed at: https://www.oahumpo.org/?wpfb_dl=2361

DRAFT



**O'AHU METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

Tuesday, June 29, 2021, 1:00 p.m.

Email: oahumpo@oahumpo.org

**Re: Matters Not Included on the Agenda; Proposed Federal Fiscal Year 2022-2025
Transportation Improvement Program (TIP)**

Dear Chair Moriwaki and Members of the Board:

My name is Kathleen Rooney, and I am the Director of Transportation Policy & Programs at Ulupono Initiative. We are a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food; renewable energy and clean transportation; and better management of freshwater and waste.

Ulupono Initiative respectfully submits comments regarding the public comment process for the Federal Fiscal Year 2022-2025 Transportation Improvement Program (TIP). While we appreciate the opportunity for the community to provide testimony, we find the limited opportunities provided for the O'ahu Metropolitan Planning Organization (O'ahuMPO) to fully engage with robust consideration and discussion concerning. Additionally, we are worried that the O'ahuMPO does not have sufficient time to fully assess and iterate with the community input and take action before the federally mandated deadlines in September 2021.

Broadly, we found O'ahuMPO staff engaged in public outreach, but we currently do not see a process where the staff and the Policy Board have the ability to fully consider said input as well as hear firsthand from the community before the presumed scheduled vote at the July Policy Board meeting. Given the magnitude and long-term implications of these decisions, we question if it is sufficient to discuss public and intergovernmental comments at the same meeting where the Policy Board will vote on the new TIP. Will this provide adequate time to really incorporate any comments and make any revisions to the TIP?

We believe a more thorough and transparent process would have been to hold a discussion of the public comments at the June Policy Board meeting, including any exploration of potential alternatives or solutions with staff along with adequate time for the Policy Board to explore other technical options.

As we shared in our public comments submitted to O'ahuMPO staff as part of the TIP public comment period (see attached), the outreach process appears to be focused on specific projects. However, Ulupono Initiative believes O'ahu residents would benefit from greater consideration and evaluation of whether the TIP can better serve ORTP goals. At \$3 billion, it seems important to

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allow for the exploration of different funding scenarios based on additional feedback and evaluation incorporating community input. Our public comments provide one proposal for reallocation of the TIP resources from identified expansion projects to existing safety and preservation, active transportation, and wayfinding, data, and operational improvements. However, we are confident that with Policy Board direction, the MPO staff could provide additional technical recommendations.

Recognizing the limited timeframe imposed by the larger federal process, we respectfully request that going forward additional time and consideration be made for more community input and dialogue with the O'ahuMPO Policy Board members so such input may be assessed and more fully incorporated into the decision-making process. Doing so will help ensure that the many diverse perspectives from within our community are able to inform the TIP, while reassuring residents that their voices are being heard.

Thank you for this opportunity to provide testimony on this important matter to the people of O'ahu.

Respectfully,

A handwritten signature in black ink, appearing to read "K. Rooney", written in a cursive style.

Kathleen Rooney
Director of Transportation Policy & Programs

Attachment (1)



O'AHU METROPOLITAN PLANNING ORGANIZATION

707 Richards St., Suite 200

Honolulu, HI 96813

Email: oahumpo@oahumpo.org

Re: Proposed Federal Fiscal Year 2022-2025 Transportation Improvement Program

To whom it may concern:

Ulupono Initiative respectfully submits comments regarding the impact of the Transportation Improvement Program (TIP) with concerns over its misalignment with the O'ahu Regional Transportation Plan (ORTP) 2045 goals. Although O'ahu Metropolitan Planning Organization (MPO) staff accepted public comments through an online survey, the outreach questions and process appear to be focused on specific projects. Ulupono Initiative believes O'ahu residents would benefit from greater consideration and evaluation of whether the TIP can better serve ORTP goals.

As mentioned during the 2045 ORTP comment period, we continue to have concerns about the selected projects as a whole. Key concerns are outlined below:

- **Significant local resources are being dedicated to roadway widening and new lane-mile capacity projects.**
 - o \$308 million across eight projects will deliver an estimated 15 miles of new lane-miles/roads.¹ At this rate of new road investment, we will potentially see a 1.5% increase in vehicle miles traveled (VMT)² due to these projects alone—an estimated additional 65 million miles.³
- **Local resources are being used to accelerate new induced-demand projects.**
 - o Of the \$308 million, only \$12 million is from federal sources (4%). The funding sources for these projects are almost exclusively local, meaning they are currently relying on State of Hawai'i capital improvement program (CIP) monies and the rental car surcharge.⁴ They in fact face very few statutory restrictions; they could be used for projects that reduce congestion and meet ORTP goals more effectively, not just new lane-miles.

¹ Based on rough estimates provided in project descriptions. If not possible to determine, 1 mile was used.

² <https://t4america.org/maps-tools/driving-down-emissions/> "Driving increases in exact proportion with increases in lane-mileage—a 10 percent increase in lane miles can lead to a 10 percent increase in driving." Therefore, 15 new miles equals 1.5% of the total lane miles on O'ahu, around 1000 miles.

³ High-level/sketch level estimate: 6,659 miles per capita in 2019 multiplied by our population of 974,563 = 6.5B VMT in 2019 on O'ahu of which 1% is 65M VMT. VMT per capita is available at: <https://resilientoahu.org/sustainability-report>

⁴ Note that there appears to be no official project restriction on the rental car surcharge. Although the preamble of authorizing legislation (Act 174, SLH 2019) states the money should be used for "increase highway capacity and reduce congestion," there is no such restriction included in the Hawai'i Revised Statutes as far as we've been able to confirm. Accordingly, the revenues are just deposited into the state highway trust fund.

- **There is a lack of resources dedicated to the goals espoused in the ORTP, especially those regarding:**
 - o Safety (Goal #1)—2.4% of total expenditures;
 - o Active transportation systems (Goal #2)— 4.1% of total expenditures;
 - o Preservation and maintenance of the system (Goal #4)—13.9% of expenditures; and
 - o Improving air quality and protecting environmental transportation system (Goal #7)— 0.5% of total expenditures.

- **38.2% of resources requested by the State Department of Transportation’s (DOT) project development processes are for new roadway capacity.**
 - o These are almost equal to those resources identified for preservation and maintenance of the system (44.4%) by the state DOT. Under these circumstances, system expansion is prioritized on par with maintenance, even though the statewide maintenance backlog is 1:1 across all transportation projects.⁵

- **The aforementioned \$308 million for new roadways could otherwise implement the entire O’ahu Bike Plan.**
 - o Instead of covering 15 miles of new roads, those monies could cover almost 567 miles of new bike facilities.
 - o The economic impact could also be much greater. A study by the American Association of State Highway and Transportation Officials (AASHTO) cited that sidewalks and bike facilities deliver 17 jobs per million dollars spent, more than any other type of project including new road construction.⁶

To help address these issues and support the realignment of the TIP, Ulupono Initiative proposes that the O’ahuMPO consider shifting any portion of the \$308 million in new roadway capacity to the following programs⁷:

- **Active transportation (\$92 million)**
 - o \$10 million to Intermodal Connectivity—TAC Set-Aside (O’ahuMPO) (OS-21-59)
 - o \$20 million to the Bikeways Improvement Program (OC2)
 - o \$15 million to TAP (MPO) Program at Various Locations (OC25)
 - o \$47 million to the State’s TAP Program, matching the City & County of Honolulu request (OC26)

- **Vulnerable users (\$40 million)**
 - o \$20 million to the Safe Routes to Schools Program (OC28)
 - o \$10 million on Transportation Assistance for the Elderly and Disabled (OS50)
 - o \$10 million on Bus Stop ADA access and Site Improvements (OC14)

- **Safety and preservation programs (\$131M)**
 - o \$10 million State Safety Oversight Program (OS68)
 - o \$20 million for Preventative Maintenance (OC20)

⁵ <https://ulupono.com/news-listing/report-examines-hawaii-s-21-8-billion-vehicle-economy/>

⁶ https://www.railstotrails.org/resourcehandler.ashx?name=trail-investment-a-good-deal-for-the-american-economy&id=14132&fileName=RTC_Trail_Benefits_Fact_Sheet_All_Use_v2.pdf

⁷ In addition to current funding requests

- \$20 million for Bridge Replacement Program, Various Locations (OS77)
 - \$20 million for Bridge Seismic Retrofit Program, Various Locations (OS78)
 - \$5 million for Bridge Inspection, Inventory, and Appraisal (OC3)
 - \$20 million for Shoreline Protection/Mitigation Program (OS79)
 - \$20 million for Bridge Rehabilitation Program, Various Locations (OS76)
 - \$16 million for Bridge and Pavement Improvement Program, O'ahu (OS1)
- **Wayfinding, data, and operational improvements (\$45 million)**
- \$20 million to O'ahu Traffic Signal Controller Modernization, Phase 2 for Phase 3, if possible (OC-21-55)
 - \$10 million for Traffic Improvements at Various Locations (OC8)
 - \$5 million for Destination Sign, Upgrade, and Replacement (OS12)
 - \$5 million for Traffic Counting Stations at Various Locations, O'ahu (OS63)
 - \$5 million for Traffic Signal Modernization at Various Locations, Ph1 (OS80)

With some exploration of these proposals, Honolulu could fund more active transportation and deliver a safer and well-maintained system. In addition, funds could go toward more projects to reduce VMT, protect vulnerable users, and generate more jobs. We realize these are high-level proposals, but we wanted to proactively offer solutions to the problems we see.

In addition, there are other types of projects not submitted but that can be explored through programmatic projects by the O'ahuMPO. These include:

- Makaha Road realignment study (if not funded through earmarks associated with federal reauthorization) and subsequent construction;
- Projects that submit for U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants, such as the Ala Wai Bridge crossing or the associated application with the Makaha Bridge project (if not chosen);
- Community-based pedestrian and biking safety funding program (a grant program similar to the AARP community challenge grants to fund quick build projects by community organizations, such as those used on Papipi Road in 'Ewa Beach); and
- Others ideas to reflect ORTP priorities such as solidifying and expanding bikesharing options across the island.

Thank you for this opportunity to provide comments on this important matter to the people of O'ahu.

Respectfully,

A handwritten signature in black ink, appearing to read "KRooney", written in a cursive style.

Kathleen Rooney
Director of Transportation Policy & Programs

Ulupono Initiative is a Hawai'i-focused impact investment firm that strives to improve the quality of life throughout the islands by helping our communities become more resilient and self-sufficient through locally produced food; renewable energy and clean transportation; and better management of freshwater and waste.