

Minutes of the
Oahu Metropolitan Planning Organization

POLICY COMMITTEE

Friday, November 21, 2008, 9:30 a.m.
City Council Committee Room, room 205
530 South King Street, Honolulu, Hawaii

Members Present:

Councilmember Nestor Garcia, Chair	Representative Ryan Yamane
Representative Marilyn Lee, Vice Chair	Acting DOT Director Jiro Sumada
Councilmember Todd Apo	DTS Director Wayne Yoshioka
Councilmember Gary Okino	

Member(s) Absent: Councilmember Charles Djou, Councilmember Rod Tam, Representative Joseph Souki, Senator J. Kalani English, Senator Will Espero, and Senator Carol Fukunaga

Guests Present:

Francisco Figueiredo (Councilmember Djou)	Tom Smythe (NB #13, CAC)
Robert Sato (Councilmember Okino)	Michael Golojuch (NB #34, CAC)
Alan Texeira (Senator English)	Steve Hogan (PB Americas)
Scott Derrickson (DBEDT-OP)	Cinnie Smith (private citizen)
Christine Absher (Citizens for Fair ADA Ride, CAC)	
Charles Carole (NB #10, CAC)	

OahuMPO Staff Present: Gordon Lum (Executive Director), Randolph Sykes, and Pamela Toyooka

Chair Nestor Garcia called the meeting to order at 9:38 a.m. A quorum was present.

I. MINUTES OF THE JULY 22, 2008 MEETING

Chair Garcia noted a correction to the name of guest Mark Au's organization. It should be changed from "DOT" to "DTS". The minutes of the July 22, 2008 meeting were accepted as corrected.

II. CITIZEN ADVISORY COMMITTEE (CAC) MEMBERSHIP REQUEST

CAC Vice Chair Michael Golojuch stated that the Kalihi-Palama Neighborhood Board (NB) #15 had attended the required number of meetings and had requested membership on the CAC.

Vice Chair Marilyn Lee moved and Acting Department of Transportation (DOT) Director Jiro Sumada seconded that NB #15 be appointed to the CAC. The motion was unanimously carried.

III. REVISION #1 TO THE FY 2009 OVERALL WORK PROGRAM (OWP) – INCLUSION OF W.E. 201.67-09 ENERGY EFFICIENCY IN TRANSPORTATION STRATEGIES

Handouts: FY 2009 OWP Revision #1, Intergovernmental Review Summary, Public Review Summary

Gordon Lum gave a presentation on FY 2009 OWP Revision #1, including a summary of the public and intergovernmental review comments.

Representative Ryan Yamane moved and Department of Transportation Services (DTS) Director Wayne Yoshioka seconded that FY 2009 OWP Revision #1 be approved. The motion was unanimously carried.

IV. HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT (HHCTCP) DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) PRESENTATION

Steve Hogan, PB Americas, gave a presentation on the HHCTCP DEIS.

Questions and Answers

Councilmember Gary Okino asked why the combined Salt Lake (SL)/Honolulu International Airport (HIA) route ridership is lower than the ridership for the HIA route. Mr. Hogan responded that, when a train going from West to East reaches the Aloha Stadium area, the trains are split to SL & HIA, resulting in half the number of trains going to each of the two branches. The DEIS is looking at full-line routes to SL and HIA, rather than a route to one location with a spur to the other. DTS Director Wayne Yoshioka added that, for now, the project is being evaluated as noted by Mr. Hogan. Future analysis would occur if the Council decides on an SL spur or an HIA spur.

Referring to the \$40 million needed to subsidize the operation and maintenance (O&M), Councilmember Okino asked what the ridership would be. Mr. Hogan responded that the daily ridership levels would be 88,000 for the SL alignment, 95,000 for the HIA alignment, and 96,000 for the combined alignment.

Referring to the O&M costs, Representative Ryan Yamane asked if the study looked at projections of property value increases and its effect on tax collection for the City. Mr. Hogan stated that Federal requirements do not allow this. They have, however, looked at the impact of the taking of private property that is needed for the project out of the tax rolls; it results in \$1.2 million impact on tax collections. It is expected that property values will rise around transit-oriented development (TOD) areas; this will result in an increase in tax collections. However, they are not allowed to include this benefit in the analysis.

Representative Yamane asked if they looked at higher density, since there would be some issues with supplementing the operational cost of the project. Mr. Hogan responded that their projections are based on approved land use plans for the future. At this point, the plans include some increases in density along the routes, but nothing specific for a given location. None of the costs assumptions include the consideration of pockets of higher density or property values.

Chair Garcia asked what thought is given to local guidelines, rules, and regulations – not just with respect to noise, but anything the State or City might have jurisdiction over. Chair Garcia also asked if the Federal government regulations always supersede local jurisdiction. Mr. Hogan responded that the Federal guidelines are the foundation, unless the local guidelines are stricter. The stricter guidelines would need to be followed.

Referring to the previous question on property values, Chair Garcia stated that, in a recent San Francisco conference, a Federal Transit Administration (FTA) representative said that, in considering a project's qualification for a full funding agreement, FTA takes a look at land use and financials. Mr. Hogan clarified that FTA does not allow the additional value derived from land use changes as a result of the project, such as property tax rolls benefiting from higher value property, to be considered in the financial analysis.

DTS Director Yoshioka added that they are trying to be conservative in the DEIS analysis. He noted that the Department of Planning and Permitting (DPP) is looking at TOD plans in specific areas in communities. Chair Garcia asked about the progress DPP is making in that effort. Director Yoshioka responded that, from his understanding, DPP is looking at the areas that relate to the early phases of the project. DPP has already started the process in Waipahu, having had several meetings with the Waipahu community and making good progress in terms of getting community input and working with the community to understand how the community sees the future plans for the Waipahu area. Most recently, DPP had a meeting in the East Kapolei area to look at what makes sense for planning in that area.

Vice Chair Lee asked if the O&M includes repair and maintenance. Mr. Hogan responded in the affirmative. Chair Garcia asked if it also included the feeder bus system. Mr. Hogan responded in the affirmative and added that it includes TheBus, TheBoat, etc.

Councilmember Okino asked if the information presented about noise is unmitigated noise impacts. Mr. Hogan responded in the affirmative. They will have to identify mitigation for those locations that have moderate impacts. Those impacts will need to drop just one to two decibels to achieve an acceptable level. A commitment to do this will need to be made in the final EIS and the record of decision. Chair Garcia suggested that the presentation information regarding noise include a footnote stating that these are unmitigated noise impacts.

Referring to the \$1.2 billion in Federal funds available for the project being a conservative figure, Representative Yamane asked if there is an opportunity for more funds. Mr. Hogan responded that, in conversations between FTA and DTS, there is \$12 billion in year of expenditure dollars from the New Starts program. There has been no specific discussion about a different amount; there is certainly every opportunity to ask for more. Representative Yamane asked if there were any discussions about tertiary funding from the Federal government that could be piggybacked onto this rail system. Mr. Hogan responded that there are other Federal funds that could be brought to bear, if that were necessary or appropriate, such as formula funds from the 5309 and 5307 programs for other parts of the system. The other types of funding are typically smaller.

Chair Garcia asked if anyone from the public wanted to offer testimony. No one testified.

V. CAC MEETING HIGHLIGHTS

CAC Vice Chair Golojuch provided the highlights of the recent CAC activities:

- The CAC had met four times and heard presentations on: 1) the current and future status of the State Highway Trust Fund; 2) implementation strategies and plans for the State's Bike Plan Hawaii; 3) a *Financial Feasibility of Rail* question-and-answer session with a DTS representative and a representative from HonoluluTraffic.com./Stop Rail Now; and 4) the CAC Bylaws subcommittee on suggested revisions to the CAC bylaws.
- The CAC bylaws subcommittee worked diligently in developing draft revisions to the CAC bylaws.
- The CAC will recess in the month of December.

VII. OTHER BUSINESS (ANNOUNCEMENTS)

Chair Garcia noted that there were many projects deferred in the FYs 2008-2011 Transportation Improvement Program semi-annual status report. He requested a presentation on this at the next Policy Committee meeting.

Chair Garcia announced that Representative Yamane was being replaced as a Policy Committee member. Chair Garcia presented Representative Yamane with a resolution from the members.

Mr. Lum announced the retirement of Susan Sato after 30 years with the State, including 18 years at the OahuMPO. Chair Garcia asked that a resolution from the Policy Committee be given to Ms. Sato, acknowledging her dedicated service.

There being no other business, the meeting was adjourned at 10:26 a.m.