

Minutes of the
Oahu Metropolitan Planning Organization

POLICY COMMITTEE

Friday, May 4, 2007, 1:00 p.m.
City Council Committee Room 205
Honolulu Hale, 530 South King Street, Honolulu, Hawaii

Members Present:

Councilmember Nestor Garcia, Chair	Representative Marilyn Lee
Senator Will Espero, Vice Chair	Representative Joseph Souki
Councilmember Todd Apo	Representative Ryan Yamane
Councilmember Charles Djou	Senator J. Kalani English
Councilmember Gary Okino	Acting DOT Director Brennon Morioka
Councilmember Rod Tam	DTS Director Melvin Kaku

Member(s) Absent: Senator Carol Fukunaga

Guests Present:

Councilmember Romy Cachola	Thomas Strout (NB #18, CAC)
Senator Norman Sakamoto	L. Gary Bautista (NB #23, CAC)
Robert Sato (Cnclmbr. Okino)	Michael Golojuch (NB #34, CAC; & Palehua Community Association (CA))
Francisco Figueiredo (Cnclmbr. Djou)	Richard Kane (PRP, CAC)
Darrell Young (Cnclmbr. Garcia)	Mike Kido (PRP, CAC)
J. Ikaika Anderson (Cncl. Chair Marshall)	Claire Tamamoto (Aiea CA & TC)
Ronald Tsuzuki (DOT)	David Rolf (HI Automobile Dealers' Assn.)
Patrick Tom (DOT)	Cliff Slater (Honolulu Traffic.com)
Toru Hamayasu (DTS, TAC)	Mark Scheibe (Parsons Brinckerhoff)
Dale Evans (Charley's Taxi, CAC)	Eve Anderson
Darrlyn Bunda (CBT, CAC)	Wes Frysztacki
Frank Genadio (CBT, CAC)	Pat Lee
Joseph Magaldi, Jr. (TC)	
Gladys Quinto (Leeward Oahu Transportation Management Assn., CAC)	

OahuMPO Staff Present: Gordon Lum (Executive Director), Lori Arakaki, Shevaun Low, Marian Yasuda, Pamela Toyooka

Chair Nestor Garcia called the meeting to order at 1:03 p.m. A quorum was present.

I. APPROVAL OF FEBRUARY 15, 2007 MEETING MINUTES

There being no changes and no objections, the February 15, 2007 meeting minutes were approved as circulated.

II. APPROVAL OF AMENDMENT #11 TO THE FYS 2006, 2007, AND 2008 OAHU TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

- **Modify the number of buses and paratransit vehicles to be purchased as part of Project C15 Bus and Handi-Van Acquisition Program**

Handout(s): FYS 2006-2008 Oahu TIP Amendment #11 Project Listing; Public Review of the FYS 2006-2008 Oahu TIP Amendment #11; Intergovernmental Review of the FYS 2006-2008 Oahu TIP Amendment #11.

Gordon Lum began with a description of the modifications associated with FYS 2006-2008 TIP Amendment #11. In describing the technical reviews associated with TIP Amendment #11, Mr. Lum indicated that this produced no effect or change regarding the:

- Consistency with Oahu Regional Transportation Plan
- Consistency with Oahu Regional Intelligent Transportation Systems Architecture
- Congestion Management Process (CMP) analysis
- Title VI/Environmental Justice analysis
- Project evaluations

Mr. Lum also noted that the Technical Advisory Committee (TAC) recommended that the Policy Committee approve TIP Amendment #11. Mr. Lum then summarized the Intergovernmental Review comments and the one public comment.

No one from the public gave oral testimony.

Senator J. Kalani English moved and Representative Ryan Yamane seconded that the Policy Committee approve Amendment #11 to the FYS 2006, 2007, and 2008 Oahu TIP. The motion was unanimously approved.

III. APPROVAL OF A PRIORITIZED LISTING OF TRANSPORTATION ENHANCEMENT (TE) PROJECTS

Handout(s): Public Review Draft of the Prioritized List of Eligible Oahu Proposals Requesting TE Funds; Public Review of the Public Review Draft of the Prioritized List of Eligible Oahu Proposals Requesting TE Funds; Intergovernmental Review of the Public Review Draft of the Prioritized List of Eligible Oahu Proposals Requesting TE Funds; written testimony.

Mr. Lum described TE projects as those projects that enhance the transportation experience, are beyond and over what is required of environmental mitigation for transportation improvements, and have a direct relationship to the transportation system. There is approximately \$3.7 million available annually Statewide to fund TE projects.

In describing the TE process, Mr. Lum noted that TE proposals on Oahu were submitted to the OahuMPO for consideration. Completed proposals were then evaluated for eligibility, and then prioritized by a panel consisting of Citizen Advisory Committee members and TAC agency representatives. The draft prioritized listing was circulated for review prior to its appearance

before the Policy Committee for approval. Once approved, it will be transmitted to the Hawaii Department of Transportation (DOT) for incorporation into a Statewide TE program and incorporation into the TIP, based upon availability of TE funds, a project's "ready-to-go" status, and a project's TE rank.

Mr. Lum then summarized the Intergovernmental Review and the public review comments. Mr. Lum noted that TAC recommended that the Policy Committee approve the prioritized listing of TE projects.

Senator Will Espero asked how soon monies could be released and projects be allowed to begin. Acting DOT Director Brennon Morioka responded that the TE projects must first be incorporated into the TIP/Statewide process, which is currently underway. This requires a project to be ready-to-go, which includes having local funds appropriated.

No one from the public gave oral testimony.

Representative Yamane moved and Representative Marilyn Lee seconded that the Policy Committee approve the prioritized listing of TE projects. The motion was unanimously approved.

IV. APPROVAL OF AMENDMENT #1 TO THE OAHU REGIONAL TRANSPORTATION PLAN (ORTP) 2030

- **Part 1: Modify project description in Project #31 (Rail Transit, Kapolei to Manoa/Waikiki), Project #34 City O&M, and associated costs of 4 projects**
 - **Project #31 – Fixed Guideway, East Kapolei to Ala Moana**
 - **Project #32 – TheBus Service Expansion**
 - **Project #33 – Transit Centers**
 - **Project #34 – City O&M**
- **Part 2: Amend Financial Plan to include additional firmly established revenues**
- **Part 3: Add projects to Illustrative Project List as identified**
 - **Project #I-6 – Fixed Guideway, West Kapolei to East Kapolei**
 - **Project #I-7 – Fixed Guideway, Ala Moana to Manoa/Waikiki**

Handout(s): ORTP 2030 Amendment #1; figures providing the results of the technical analysis and identifying the changes to the Financial Plan; Questions and Answers relating to the ORTP 2030 Amendment #1 & Preliminary Engineering Application; Public Review of the ORTP 2030 Amendment #1; Intergovernmental Review of the ORTP 2030 Amendment #1; written testimony.

Mr. Lum summarized the various components (Parts 1 to 3) to Amendment #1 to the ORTP 2030.

Mr. Lum explained the reason for the amendment pertaining to the fixed guideway-related projects. It was partially based upon the need to correct major underestimations of project costs, major underestimations of firmly established revenue sources, and project descriptions. These

revised estimates and project descriptions were developed through the City's alternatives analysis, which led to the approved Locally Preferred Alternative and the Minimum Operable Segment (MOS). The rationale for amending the ORTP 2030 was also based upon the City's intent to advance their proposed project into preliminary engineering. This required the Policy Committee to include the proposed project in the ORTP 2030.

Part 1 of Amendment #1 to the ORTP 2030 was discussed. After presenting the changes to the project description to Project #31 and costs to Projects #31-34, Mr. Lum went over the technical evaluations. When compared to the ORTP 2030, Amendment #1 produced no significant changes in the following areas:

- Environmental & Quality of Life System Effectiveness
- Land Use and Transportation Integration Effectiveness
- Title VI/Environmental Justice Effectiveness
- Congestion Management Program (CMP)

Mr. Lum noted that the CMP analysis, which involved the ranking of transit projects, produced no change in these rankings.

Mr. Lum provided the assessment of Amendment #1's transportation service effectiveness. He highlighted the changes in transit mode share and daily vehicle hours of delay when compared against existing 2005, Baseline 2030 (if no major transportation improvement was done except for a guaranteed set of limited projects), and ORTP 2030 Amendment #1 conditions.

Cost modifications for Projects #31-34 resulted in a \$1.714 billion net increase to the plan. Mr. Lum indicated that these costs would be accommodated through a comparable increase in projected Federal Transit Administration (FTA) funds, City operating funds, transit fares, and general excise tax surcharges. He added that Tables 3 & 4 of Amendment #1 contained the revised financial plan summaries and represented Part 2 of Amendment #1 to the ORTP 2030.

Part 3 of Amendment #1 was the inclusion of:

- Project #I-6 – Fixed Guideway, West Kapolei to East Kapolei (\$500 Million)
- Project #I-7 – Fixed Guideway, Ala Moana to Manoa/Waikiki (\$1,150 Million)

Mr. Lum then summarized the Intergovernmental Review and the public review comments. Mr. Lum also noted that the Technical Advisory Committee recommended that the Policy Committee approve Amendment #1.

Mr. Lum reiterated the three parts to Amendment #1. Chair Garcia noted that the Policy Committee's action on amending the ORTP 2030, as described in the three parts, will be conducted with one vote.

Testimony

The following individuals testified in support of ORTP 2030 Amendment #1:

- Councilmember Romy Cachola
- Darrlyn Bunda (Committee for Balanced Transportation (CBT), CAC)

- Frank Genadio (CBT, CAC)
- Tom Strout (Neighborhood Board (NB #18), CAC)
- Joseph Magaldi, Jr. (Transportation Commission (TC))
- Mike Kido (Pacific Resource Partnership (PRP), CAC)
- Claire Tamamoto (Aiea Community Association & Transportation Commission)
- Wes Frysztacki

The following individuals testified in opposition of ORTP 2030 Amendment #1, and in favor of high-occupancy toll lanes:

- Dale Evans (Charley's Taxi, CAC)
- Cliff Slater (honolulutraffic.com)
- David Rolf (Hawaii Automobile Dealers' Association)

Acting DOT Director Morioka noted that Amendment #1 referenced the fixed guideway as being consistent with the City's MOS and asked if Amendment #1 was route-specific. Mr. Lum responded that Amendment #1 was not intended to be route-specific and referenced Figure 16 (ORTP 2030 Project Location Map) in the ORTP 2030 Amendment #1. This map identified a broad-banded corridor from East Kapolei to Ala Moana. This broad band included both the Salt Lake Boulevard and airport alignments.

In response to a follow-up question from Acting DOT Director Morioka, Mr. Lum stated that the Policy Committee action would indicate whether there is general, broad-based support for the proposed project. This was related to the City's intent to advance their proposed project into preliminary engineering. Mr. Lum identified a handout entitled, "Questions and Answers Relating to the Oahu Regional Transportation Plan Amendment & Preliminary Engineering Application", which provided more clarification on the differences between the Policy Committee's action to amend the ORTP and the City's request to advance their project into preliminary engineering. Mr. Lum stated that a decision on the Salt Lake Boulevard versus the airport alignment was not needed by the Policy Committee.

Acting DOT Director Morioka asked, upon completion of the Environmental Impact Statement and the City's request to move to a future phase of the fixed guideway project, who would have the final decision on whether the ORTP is consistent with the City's request. Mr. Lum responded that it would be the FTA, through their interpretation of the materials submitted.

Acting DOT Director Morioka asked if there were any discussions with FTA regarding the need to revisit the ORTP 2030 if Amendment #1 were to pass and if an airport alignment were to be later pursued. Mr. Lum said that, based on his discussions with FTA, the current wording of Amendment #1 would not require another amendment. He stressed that the wording "consistent with" the MOS is not intended to mean "exactly like" the MOS. That wording must be taken together with Figure 16, also part of the amendment, which shows a broad-banded corridor encompassing both the airport and Salt Lake Boulevard alignments.

Mr. Lum concurred with Representative Joseph Souki's statement that the MOS via Salt Lake Boulevard is the current City policy.

Senator Will Espero disclosed to the Policy Committee that he worked part-time as a community relations manager for D.R. Horton, a developer that owns property the fixed guideway will go through as part of the MOS route. He added that he had a ruling from the State Ethics Commission that indicated there was no conflict of interest in his voting on this matter. Chair Garcia acknowledged Senator Espero's statement, ruled no conflict of interest, and placed the written ruling into the record.

Representative Lee moved and Department of Transportation Services (DTS) Director Melvin Kaku seconded that the Policy Committee approve Amendment #1 to the ORTP 2030 by:

- *Modifying project description in Project #31 (Rail Transit, Kapolei to Manoa/Waikiki), #34 City O&M, and associated costs of the following 4 projects (as identified in Table 1)*
 - *Project #31 – Fixed Guideway, East Kapolei to Ala Moana*
 - *Project #32 – TheBus Service Expansion*
 - *Project #33 – Transit Centers*
 - *Project #34 – City O&M*
- *Amending the Financial Plan to include additional firmly established revenues (as identified in Tables 3 & 4)*
- *Adding the following projects to Illustrative Project List (as identified in Table 2):*
 - *Project #I-6 – Fixed Guideway, West Kapolei to East Kapolei*
 - *Project #I-7 – Fixed Guideway, Ala Moana to Manoa/Waikiki*

Discussion

Councilmember Charles Djou acknowledged the Policy Committee's probable support of the amendment. He offered that approval of the amendment was a de facto approval of the Salt Lake Boulevard alignment and indicated his preference for HOT lanes. He added that the Policy Committee should encourage the City Council to select an alignment that included the airport, Hickam Air Force Base, Pearl Harbor, and the UH in the initial operating segment; and urged the Policy Committee to vote against the proposed amendment. If the motion failed, he proposed to introduce an alternative amendment using the airport alignment and going to the UH.

Councilmember Todd Apo expressed his opinion that the airport alignment was a better route. He added that passage of Amendment #1 would allow the City to proceed with preliminary engineering and an EIS which will evaluate both the Salt Lake Boulevard and airport alignments. Although acknowledging the need to go to West Oahu as well as the UH, Councilmember Apo stated the need to initiate a starting segment that was affordable and met federal ridership-related thresholds.

Representative Souki asked if broadness of Amendment #1 would jeopardize the City Council's choice of alignments and details. Mr. Lum stated that, although the City must identify a specific route to advance this to preliminary engineering, the Policy Committee's role is different and is not intended to duplicate the work and effort of the City Council. The Policy Committee is to provide an indication that there is broad, general support for the City's project. As a result, the action taken by the Policy Committee under Amendment #1 is intended to be broad and general.

Mr. Lum compared the nature of the ORTP 2030 to the City's General Plan, which provides general policies and guidance for development on Oahu and where details such as type of houses are handled through other mechanisms. The ORTP 2030, which provides a general framework and general project descriptions, would allow the fixed guideway to proceed into project development, a process outside the ORTP, where its details will be determined by the City.

In response to a comment by Representative Souki, Mr. Lum stated that the ORTP currently contained a rail transit project from Kapolei to Manoa/Waikiki. As the City progressed with their alternatives analysis for this system, they found they could not afford the entire system and instead, chose a subset, the MOS. This, in itself, may not have necessarily prompted the need to amend the ORTP now. However, the need to fiscally constrain the ORTP 2030 in conjunction with the City's desire to advance their project into preliminary engineering prompted an action by the Policy Committee now. In order for the City's project to be considered for advancement into preliminary engineering, the Policy Committee must adopt this project into the ORTP. Discussions with FTA indicated that the adoption by the Policy Committee reflect a broad, general support for the project. Chair Garcia noted that a broad "footprint" was also established when rail transit was included into the ORTP 2030.

Acting DOT Director Morioka expressed the State administration's position that the airport alignment is the best choice. He expressed his concern that the Policy Committee's action should be broad in the context of not knowing what the EIS process will conclude with regards to the airport and Salt Lake Boulevard alignments.

Acting DOT Director Morioka – noting that, if the Policy Committee approves the amendment and the City proceeds with preliminary engineering and the conduct of an EIS – asked, if the airport alignment is chosen as a result of the EIS analysis, will another preliminary engineering application be necessary. Toru Hamayasu replied that, based on discussions with FTA, it would not be necessary to reapply with another completely new preliminary engineering application if that alignment is found to be viable and meets all of the necessary criteria. Mr. Hamayasu noted that the City is committed, by policy, to focus their engineering effort on the Salt Lake Boulevard alignment. The City will also be studying the airport alignment as well. Mr. Hamayasu stated that it would be the City Council that would be responsible for amending the MOS. He added that, if the Policy Committee does approve this amendment, any changes to the project that are still within that corridor would not require another Policy Committee amendment.

A vote was taken. The motion passed with 11 in favor, one opposed (Councilmember Djou), and no abstentions.

There being no other business, the meeting was adjourned at 2:15 p.m.