

Minutes of the
Oahu Metropolitan Planning Organization

POLICY COMMITTEE

Wednesday, February 15, 2006, 5:00 p.m.
Hawaii Convention Center, Rooms 319A/B
1018 Kalakaua Avenue
Honolulu, Hawaii

Members Present:

Representative Marilyn Lee, Chair	Senator Brian Kanno
Councilmember Todd Apo, Vice Chair	Rodney Haraga, DOT Director
Councilmember Romy Cachola	Melvin Kaku, DTS Director
Representative Mark Moses	

Members Absent: Councilmember Charles Djou, Councilmember Ann Kobayashi, Councilmember Gary Okino, Representative Joseph Souki, Senator Will Espero, Senator Lorraine Inouye

Guests Present:

CAC Members Present:

Committee for Balanced Transportation	Joe Magaldi, Chair
NB #10 Makiki-Lower Punchbowl-Tantalus	Charles Carole, Vice Chair
American Planning Association	Bob McGraw
Committee for Balanced Transportation	Frank Genadio
E Noa Corporation	Tom Dinell
Eye of the Pacific	Patricia Blum
Hawaii Bicycling League	Scott Snider
Hawaii Teamsters and Allied Workers, Local 996	Michael Costa
Land Use Research Foundation	Gladys Quinto
League of Women Voters	Jacqueline Parnell
NB #01 Hawaii Kai	Don Huff
NB #02 Kuliouou-Kalani Iki	Linda Starr
NB #05 Diamond Head-Kapahulu-Saint Louis Heights	Joe Otto
NB #08 McCully-Moiliili	Janet Inamine/Ron Lockwood
NB #09 Waikiki	Robert Finley
NB #18 Aliamahu-Salt Lake-Foster Village	Larry Baird
NB #21 Pearl City	David Lemon
NB #24 Waianae Coast	Karen Awana
NB #26 Wahiawa	Ben Acohido (Chair)
NB #30 Kaneohe	Wendell Lum
NB #34 Makakilo-Kapolei-Honokai Hale	Mike Golojuch
NB #35 Mililani Mauka-Launani Valley	Pamela Young
North Shore Chamber of Commerce	Gil Riviere
Pacific Resource Partnership	Richard Kane
Waikiki Residents Association	Daisy Murai

Other Guest Present: General Public

OMPO Staff Present: Gordon Lum (Executive Director), Shevaun Low, Lauren Brennan, Pamela Toyooka

OMPO Consultant & Subconsultant Present:

Kaku Associates: Dick Kaku and Tom Gaul

The Limtiaco Company: Brett Moyer, Diane Peters-Nguyen, Ruth Limtiaco, and Jeff Barrus

Belt Collins Hawaii: Sue Sakai and Lynn Fukuhara

Handouts:

1. *Draft ORTP 2030*
2. *Comment Sheet*

Chair Marilyn Lee called the meeting to order at 5:35 p.m. A quorum was present. Chair Lee indicated that comments and public testimony would be taken after the presentations.

I. OAHU REGIONAL TRANSPORTATION PLAN (ORTP) 2030 ISLAND-WIDE COMMUNITY MEETING PRESENTATION AND SOLICITATION OF PUBLIC COMMENTS

Dick Kaku continued his presentation on the draft 2030 ORTP. He provided an overview of the *Draft ORTP 2030*, socio-economic and traffic-impact projections, and revenue and expenditure analyses. Mr. Kaku stated that, with 240,000 new residents and 130,000 new jobs in 2030, many of the major arterials would experience significant congestion if no new transportation facilities are built. Under these conditions, average morning peak period travel times to downtown Honolulu are projected to be in excess of 80 minutes from approximately two-thirds of the island – from such areas as Ewa, Central Oahu, the Waianae Coast, and the North Shore.

Mr. Kaku stated that the vision of the *Draft ORTP 2030* focuses on increased mobility options and recognizes the importance of the H-1 travel corridor. Projects in the *Draft ORTP 2030* include a rail transit system as a key component; congestion relief projects serving the Ewa area (such as expansion of Farrington Highway, Fort Barrette Road, Kapolei Parkway, and North South Road) and the H-1 travel corridor (such as the widening of H-1 and Moanalua Freeway, a new Nimitz Highway flyover, and a PM zipper lane); second access facilities; improvements to increase the roadway's efficiency or reduce auto demand; bicycle and pedestrian facilities; and strategies to make the roadways operate smarter.

Mr. Kaku said that, compared to doing nothing between today and the year 2030, the *Draft ORTP 2030* would result in significant reductions in daily vehicle hours of travel, daily vehicle hours of delay, the number of congested roadways, and travel times during the morning peak period; as well as a significant increase in daily transit ridership.

The 25-year cost estimate of the *Draft ORTP 2030* is \$13.5 billion – \$6.4 billion for highway and transit capital costs and \$7.1 billion for system preservation, and highway and transit operation and maintenance costs.

Ms. Peters-Nguyen and Mr. Kaku responded to questions and received comments and public testimony from the audience.

Mr. Kaku repeated his presentation at 7:10 p.m.

Ms. Peters-Nguyen and Mr. Kaku responded to questions and received comments and public testimony from the audience.

A summary of the comments received follows. Note that the comments have been grouped together based on, first, the comments received on the *Draft ORTP 2030* and the process used to develop the plan; second, comments received on the projects in the *Draft ORTP 2030*; and lastly, comments received on projects not included in the *Draft ORTP 2030*. Duplicative comments are identified in parentheses.

Comments Received on the *Draft ORTP 2030* and the Process Used to Develop the Plan

- Support for Central Oahu projects
- Support for concurrency (construction of homes/roads concurrently) (3)
- Support for interagency coordination
- Support for maintenance of existing roadways
- Support for more public meetings
- Support for planned growth in Kapolei and Ewa
- Support for public outreach program
- Support for public/private partnerships
- Support for reduction in number of cars
- Support for transportation infrastructure to accommodate North Shore traffic congestion caused by development and tourists in the area
- Support for TSM projects
- Support for underground utilities
- Questioned financial plan and revenue projections
- Questioned process
- Questioned revenue projections
- Questioned use of only the AM and PM peak periods in analysis (2)

Comments Received on the Projects in the *Draft ORTP 2030*

Project 18, Bike Plan Hawaii - Oahu

- Support for bikeway projects (5)
- Support for bikeways; increased funding

Project 34, 289, Central Mauka Road

- Support for Central Mauka Road (2)
- Support for Central Mauka Road in Mid-Range Plan

Project 101,115,155, Route H-1, New Interchange, Kapolei Interchange

- Support for Kapolei Interchange

Project 39,282 Makakilo Drive, Second Access, Makakilo Drive to North-South Road

- Support for Makakilo Drive Extension (3)
- Support for Makakilo Drive Extension (4 lanes)
- Support for Makakilo Drive Second Access in Mid-Range Plan
- Questioned cost estimate for Makakilo Drive extension

Project 456, Enhancement Projects

- Support for pedestrian projects (3)

Comments Received on the Projects in the *Draft ORTP 2030* (continued)

Project 431B,440, Rail Transit, Kapolei to Manoa

- Support for rail transit (9)
 - Underground (2)
 - Through Salt Lake (1)
 - To Windward Oahu (1)
 - To Waikiki (1)
 - Grade-separated (1)
 - Bigger / faster rather than smaller / slower (1)
 - Eminent domain concerns (1)
- Does not support rail transit (2)
- Questioned AA/DEIS time line and decision-making process
- Questioned rail transit ROW acquisition for project
- Questioned capacity of rail system
- Questioned cost estimate for rail transit
- Questioned what happens if rail is not included in plan

Project 352, Wahiawa, Second Access, Whitmore Avenue to Meheula Parkway

- Support for Wahiawa Second Access (2)
- Support for Wahiawa Second Access in Mid-Range Plan

Project 445, Wahiawa, Transit Center, California Avenue

- Support for Wahiawa Transit Center

Project 357, Waianae Mauka Road, Second Access, Waianae to Kapolei

- Support for Waianae Mauka Road in Mid-Range Plan
- Does not support Waianae Mauka Road

Comments Received on Projects NOT included in the *Draft ORTP 2030*

- Support for construction of new Pearl City interchange
- Support for Farrington Highway widening along Waianae Coast
- Support for jitneys
- Support for Kaneohe Transit Center
- Support for North Shore Second Access, Kahuku to Helemano
- Support for Waianae Mauka Freeway (Waianae to Kunia)

There being no other business, the meeting was adjourned at 8:00 p.m.