

Minutes of the  
Oahu Metropolitan Planning Organization

**POLICY COMMITTEE**

Tuesday, April 4, 2006, 9:15 a.m.  
Honolulu Hale, Council Committee Room, room 205  
530 South King Street, Honolulu, Hawaii

**Members Present:**

Representative Marilyn Lee, Chair	Representative Joseph Souki
Councilmember Todd Apo, Vice Chair	Representative Mark Moses
Councilmember Romy Cachola	Senator Brian Kanno
Councilmember Ann Kobayashi	Rodney Haraga, DOT Director
Councilmember Gary Okino	Melvin Kaku, DTS Director

**Members Absent:** Councilmember Charles Djou and Senators Lorraine Inouye and Will Espero

**Invited Resource Guest Present:** Laura Thielen (DBEDT-OP Director)

**Guests Present:**

Dennis Galolo (Clmbr Cachola staff)	Michael Golojuch (NB #34, CAC)
Grant Kawaguchi (CI Chair Dela Cruz staff)	Richard Kane (Pacific Resource Partnership, CAC)
Stan Fichtman (Clmbr Djou staff)	Michael Costa (Teamsters Local 996, CAC)
Dean Nakagawa (DOT)	Gladys Quinto (Land Use Research Fndtn, CAC)
Ronald Tsuzuki (DOT)	Dick Kaku (Kaku Associates)
Brennan Morioka (DOT)	Mark Scheibe (Parsons Brinckerhoff)
Bob McGraw (American Plng. Assn., CAC)	Mary Cowing (Waikiki Residents Assn)
Robert Finley (NB #9, CAC)	Emily Reed (WRA)
Charles Carole (NB #10, CAC, Vice Chair)	Jon Tamayori (Ward Research)
Karen Awana (NB #24, CAC)	

**OMPO Staff Present:** Gordon Lum (Executive Director), Lori Arakaki, Shevaun Low, Pamela Toyooka

Chair Marilyn Lee called the meeting to order at 9:18 a.m. A quorum was present. Chair Lee recognized Laura Thielen, representing the Office of Planning.

**I. OAHU REGIONAL TRANSPORTATION PLAN (ORTP) 2030**

*Handouts:*

- *Draft ORTP 2030 Mid-Range Plan and Long-Range Plan Project List (includes proposed modifications)*
- *Table 1: Revenue Estimate Summary – Traditional Revenue Sources – 2006 to 2030*
- *Table 2: Estimated Revenue Versus Cost – 2006 to 2030*
- *Illustrative Project List*
- *Tally of Public Comments Received on the Draft ORTP 2030*

Gordon Lum gave a PowerPoint presentation of the *Draft ORTP 2030* proposed modifications.

The draft plan, with the proposed modifications, is compliant with Title VI and Environmental Justice principles; projects have been analyzed using the congestion management system; and intelligent transportation system (ITS) projects included in the draft plan are consistent with the Oahu Regional ITS architecture.

Mr. Lum stated that public comments on the proposed modifications suggest that Project 34,289 (Central Mauka Road) be included in the ORTP 2030, rather than on the Illustrative List. This would result in an overall shortfall of \$105.6 million (Year 2005 dollars). The financial plan presented to the Policy Committee in January 2006 and summarized in Tables 1 and 2 does not address this shortfall.

Four possible options to include Central Mauka Road in the ORTP 2030 were presented:

- Option 1: Change Waianae 2nd Access – This option includes adding two projects to the 2016-2030 time period, #34,298 (Central Mauka Road) and #357 (Waianae Second Access, Waianae to Kapolei), and deletion of Project #509 (Waianae Second Access, Vicinity of Maili to Kunia Road). All other proposed modifications would be included in the ORTP, as circulated to the Policy Committee. Modifications to the financial plan would be unnecessary.
- Option 2: Increase developer funding assumption – This option includes the addition of Project 34,289 (Central Mauka Road) and incorporates all other proposed modifications to the ORTP, as circulated to the Policy Committee. To financially constrain the ORTP, the assumption with respect to developer funding is increased from 34% to 49%, resulting in a revenue increase of over \$105 million.
- Option 3: Increase taxes – This option includes the addition of Project 34,289 (Central Mauka Road) and incorporates all other proposed modifications to the ORTP, as circulated to the Policy Committee. To financially constrain the ORTP, taxes will be increased. Two possible scenarios were provided, resulting in a revenue increase of between \$103 and \$110 million.
  - Scenario 1: Increase fuel tax
    - Increase: 2 cents per gallon
    - Start Date: 2010
    - Revenue: \$103M
  - Scenario 2: Increase vehicle registration fee
    - Increase: \$10 per vehicle
    - Start Date: 2010
    - Revenue: \$110M
- Option 4: Delete other projects – This option includes the deletion of projects included in the Draft ORTP 2030 and proposed project modifications list, as circulated to the Policy Committee. Potential projects that could be deleted were identified using the results of the projects' rankings as calculated using the congestion management system:
  - Wahiawa 2nd Access, Wahiawa to Mililani Mauka (#352)
  - Likelike Highway, Widening, Kamehameha Highway to Kahekili Highway (#278)

- H-2 New Interchange, Pineapple Road Overpass (#145)
- Piikoi-Pensacola Couplet Reversal (#507)

It was noted that the majority of these projects received support from the public for their inclusion in the ORTP 2030.

Mr. Lum asked the Policy Committee for direction about whether or not to include Central Mauka Road (#34,289) in the ORTP 2030 through selection of one of the four options presented, or through identification of another option.

### **Discussion**

- Representative Joseph Souki stated that, with respect to the four options provided, he is leaning toward Option 3, increasing taxes. This option will provide additional revenue through automobile ownership and/or use; because of this, it will be an incentive to use rail.
- In response to a question from Representative Souki, Mark Scheibe, ORTP subconsultant, stated that the calculation to increase the gasoline fuel tax by two cents per gallon used the State's gas tax as a base and would be applicable only to Oahu.
- In response to a question from Senator Brian Kanno, Chair Lee stated that the both Mililani neighborhood boards passed strong resolutions in support of Project 34,289 (Central Mauka Road) and in opposition of Project 145 (Interstate H-2, New Interchange at Pineapple Road Overpass). Referring to the copy of the resolution provided to all Policy Committee members, Chair Lee said that the addition of an interchange at this location would exacerbate existing and growing traffic congestion on H-2.

*Chair Lee vacated the Chairmanship, turning the chairing duties over to Vice Chair Todd Apo.*

- Representative Lee stated that the neighborhood boards' comments on the development of an interchange at Pineapple Road are correct and asserted that the Central Mauka Road is critical to support development in Central Oahu.
- Senator Kanno said that he is open to the removal of Project #507 (Piikoi-Pensacola Couplet Reversal) from the ORTP 2030.
- Department of Transportation Director Rodney Haraga countered that Project #507 should be retained in ORTP 2030. He stated that the project cost of approximately \$4 million is small compared to its benefits in increasing safety and negligible as part of the \$13.4 billion total cost for the ORTP 2030.
- Mr. Haraga said that the Option 4 projects identified for deletion should also be retained for safety reasons.
- Representative Souki stated that he is concerned about Option 2, increasing the assumption with respect to developer contributions, because the costs will ultimately be passed onto homeowners.

*Representative Lee moved and Representative Souki seconded that the ORTP 2030 include the Central Mauka Road through Option 4.*

- In response to a question from Vice Chair Apo, Mr. Lum clarified that, if Option 4 is selected, additional public review will be required.
- In response to a question from Representative Mark Moses, Mr. Lum said that the last ORTP was endorsed by the Policy Committee on April 6, 2001. Federal regulations require the ORTP to be updated every five years. Should the ORTP 2030 not be endorsed by the Policy Committee by April 6, 2006, OMPO will ask the federal agencies for additional time.
- In response to a question from Vice Chair Apo, Mr. Lum said that, if the ORTP 2030 is not approved by April 6, 2006, a worst-case scenario is that the federal agencies could say that OMPO is not in compliance with the metropolitan planning process and could restrict federal transportation funds to the island of Oahu.
- In response to a question from Councilmember Romy Cachola, Mr. Lum said that there has not been any direct dialogue with developers on the increase in developer contributions from 34% to 49%. The ORTP 2030 would include a statement that says that the ORTP assumption of 49% developer contribution is used for planning purposes only. It was noted that the OMPO arena is not the forum where the actual developer contribution will be determined.
- In response to a question from Representative Lee, Mr. Haraga stated that, in speaking with Adjutant General Major General Robert Lee of the Department of Defense, the Kolekole Pass is a viable option for providing the Waianae Coast with a second emergency access. The Hawaii Department of Transportation (HDOT) is currently working with the Navy and the Army to use and improve the Kolekole Pass. This could reduce the cost estimate for Project #509 (Waianae Second Access, Vicinity of Maili to Kunia Road).
- Representative Moses stated that, with the exception of the two Waianae second access projects, the remaining second access projects identified in the Draft ORTP 2030 only serve the people who live there. Both Waianae second access projects being discussed support the entire Waianae Coast.
- In response to a series of questions from Representative Moses, Dick Kaku, ORTP consultant, said that the Mililani Mauka second access project (i.e., Central Mauka Road) was not evaluated separately in the technical evaluation by his firm. He added that, it is the opinion of his firm, when evaluating transportation issues from an islandwide perspective, that Option 1 provides the most overall benefit to the residents of Oahu.
- In response to a series of questions from Representative Moses, Mr. Lum said that preliminary engineering is not part of the development of ORTP projects and, therefore, was not done for either of the two Waianae second access projects being proposed (i.e., Projects #357 and #509). The previous iteration of the ORTP, "TOP 2025", included identification of a Waianae second access project that traversed the Waianae Mountain Range as being the Policy Committee's highest priority on the Illustrative list of projects. In addition, there is a Waianae emergency access project being constructed by the City at this time. The current Kolekole Pass emergency access to the Waianae Coast would not be available for use 24 hours a day, seven days a week.

- In response to a question from Senator Kanno, Mr. Lum said that, if projects are deleted from the Draft ORTP 2030 project list and were not previously identified for deletion to the public, it is the interpretation of the federal agencies that the public has not been informed of the deletion. Because communities and residents may support a project that is proposed for deletion, the federal agencies have strongly opined that additional public review time be provided such that the impacted communities and residents will have adequate time to be informed and provide comments.
- Representative Lee stated that there has been ample time for the public to comment on the Draft ORTP 2030.
- In response to a question from Mr. Haraga, Mr. Scheibe said that the revenue projections of the federal dollars available to Hawaii are conservative. They assume a decrease in the amount of federal dollars due to the assumption that donor/donee states' contributions become balanced over time. Because Hawaii is a "donee state", meaning that it has historically contributed less than it receives in terms of federal transportation dollars, this conservative approach is not beneficial to Hawaii.
- Representative Moses stated his support for Option 1.
- In response to questions from Councilmembers Cachola and Ann Kobayashi, Mr. Scheibe said that the City and County's revenue forecast assumed the expected revenue from the general excise tax increase and current growth rates of the General Fund and the Highway Fund. General Fund allocation was assumed to remain at historical levels. Capital expenditures were assumed to continue as they are currently done.
- Councilmember Gary Okino stated that he does not like any of the proposed options, adding that Central Mauka Road will have a huge impact on the Aiea and Pearl City communities.
- Representative Lee said that she supports the deletion of Project #507 (Piikoi-Pensacola Couplet Reversal). In response, Mr. Haraga said that, while he recognizes the opposition to the project from Makiki residents, the project will benefit many East Honolulu residents.
- Representative Lee said that placing Central Mauka Road in the Illustrative category is not sufficient. Central Oahu needs the Central Mauka Road.

*Vice Chair Apo passed the Chairmanship back to Chair Lee.*

- Vice Chair Apo clarified that, because the ORTP assumes a 49% contribution from developers, it does not mean that 49% will actually be exacted from developers. He asked what the down-side was of making this assumption, as proposed in Option 2. Mr. Lum responded that the developer contribution assumption of 34%, as originally proposed, is based on OMPO's consultant's technical judgement. This perspective is based on what has been realized from developers not only in Hawaii but from around the U.S., and what is thought to be realistic in these terms. The increase from 34% to 49% in overall developer contribution is being proposed primarily to adjust the ORTP revenues to allow for the inclusion of Central Mauka Road.
- Vice Chair Apo stated that, because the ORTP is updated every five years and the Central Mauka Road is in the 2016-2030 time period, the assumption with respect to the availability

of developer funding can be re-evaluated at that time. Given Oahu's tremendous transportation needs, he added that Options 2 and 3 allow more projects to be included in the ORTP 2030.

- Vice Chair Apo said that, of the two Waianae second access projects being discussed (Projects #357 and #509), Project #357 is the shorter of the two projects. It connects to Nanakuli Avenue, which is a two-lane residential road. There are considerable impacts to the abutting residential neighborhood with this project which do not make a lot of sense. Project #509 is located in a non-residential area; its location is in a more central area along the Waianae Coast. As a result, Project #509 will benefit a much larger population.
- Vice Chair Apo said that he supports Option 2.
- Representative Moses said that there are good reasons for Option 2; however, he expressed his concern that the developers may not necessarily support such a large increase with other impact fees that are being placed on them.

*Senator Kanno called for the question.*

*Representative Souki requested that the motion be amended to replace "Option 4" with "Option 2". Chair Lee withdrew her motion.*

*Representative Souki moved and Senator Kanno seconded that the ORTP 2030 include the Central Mauka Road through Option 2. The motion passed unanimously.*

### **Testimony**

Mary Cowing: Testified in opposition to Project 431B,440 (Rail Transit) and in favor of high occupancy toll lanes being included in the ORTP 2030.

Charles Carole: Testified in opposition to Project 507 (Piikoi-Pensacola Couplet Reversal) being included in the ORTP 2030.

### **Approval of the ORTP Financial Plan**

*Representative Moses moved and Senator Kanno seconded that the financial plan of the ORTP 2030 include modifications to the transit operations and maintenance revenues and costs, as presented, and an increase in the assumption of developer contributions from 34% to 49%. The motion passed unanimously.*

### **Approval of the ORTP Projects**

*Senator Kanno moved and it was seconded that the ORTP project list include the list of projects circulated at today's meeting, with the inclusion of Project #34,289 (Central Mauka Road) in the 2016-2030 time period and the deletion of Project #507 (Piikoi Pensacola Couplet Reversal) from the ORTP 2030 project list.*

### **Discussion**

- In response to a request for comment on Project #507 from Mr. Haraga, Department of Transportation Services Director Melvin Kaku said that the City needs to conduct additional studies of transportation circulation in the Makiki area. The result of the studies may or may

not include a recommendation to reverse the direction of the Piikoi-Pensacola couplet. Mr. M. Kaku added that he supports the motion.

- In response to a question from Councilmember Okino, Mr. Lum said that, if a regionally-significant project is to receive federal funds for preliminary engineering, right-of-way acquisition, design, and construction, it must be identified in the ORTP.
- Councilmember Cachola suggested moving Project #507 from the 2006-2015 to the 2016-2030 time period.

*Senator Kanno amended his motion to move Project #507 from the 2006-2015 to the 2016-2030 time period rather than deleting the project.*

- Vice Chair Apo clarified that, by moving Project #507 from one time period to another, there is no need for public review.
- Senator Kanno said that he hopes that, in the future, the Policy Committee will be cognizant of the community's concerns and requests. Chair Lee responded that the community's concerns have been considered, and noted that projects in Senator Kanno's area were modified based on concerns expressed by that community.

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

### **Approval of the ORTP Illustrative Projects**

*Representative Moses moved and it was seconded that the Illustrative Project List include all projects as identified on the list with the exception of Central Mauka Road. The motion passed unanimously.*

### **Approval to Update the ORTP**

*Representative Souki moved and Mr. M. Kaku seconded that the update of the Draft ORTP 2030, circulated for public review on February 15, 2006, be approved, including the changes identified in the previous motions as well as editorial changes to be made by the OMPO staff. The motion passed unanimously.*

## **II. ANNOUNCEMENTS**

There being no other business or announcements, the meeting was adjourned at 11:21 a.m.