

Minutes of the
Oahu Metropolitan Planning Organization

TECHNICAL ADVISORY COMMITTEE

Friday, July 1, 2011, 2:00 p.m.
Department of Transportation 5th Floor Conference Room
869 Punchbowl Street, Honolulu, Hawaii

Members Present:

Mark Au, Chair	DTS	Kathy Sokugawa	DPP
Ed Sniffen, Vice Chair	DOT	Eileen Mark (alternate)	DTS
Eugene Tian	DBEDT	Gordon Wong (ex officio)	FAA
Mary Lou Kobayashi	DBEDT-OP	Elizabeth Fischer (ex officio)	FHWA
Dean Nakagawa	DOT	A. Ricardo Archilla (ex officio)	UH
Randolph Hara	DPP		

Members Absent: (vacant, FTA, ex officio), Gareth Sakakida (HTA, ex officio)

Guests Present:

Jill Yamanouchi DOT

OahuMPO Staff Present: Brian Gibson, Lori Arakaki, Randolph Sykes, and Pamela Toyooka

The meeting was called to order at 2:04 p.m. by Chair Ed Sniffen. A quorum was present. Everyone introduced themselves.

Chair Sniffen asked to move item number two to the top of the agenda; there were no objections.

II. ELECTION OF FY 2012 CHAIR AND VICE CHAIR

Dean Nakagawa nominated Mark Au and Ed Sniffen for the positions of Chair and Vice Chair for FY 2012, respectively. Kathy Sokugawa seconded the nominations. The nominees were unanimously elected.

[A. Ricardo Archilla arrived at 2:07 p.m.]

Mr. Au assumed the position of Chair.

I. APPROVAL OF THE JUNE 9, 2011 MEETING MINUTES

Mary Lou Kobayashi moved and Eugene Tian seconded that the June 9, 2011 meeting minutes be approved as circulated. The motion was unanimously carried.

III. CONSIDER REVISION #6 TO THE FFYS 2011-2014 TIP

Handout(s): Federal Fiscal Years (FFYs) 2011-2014 Transportation Improvement Program (TIP) Draft Revision #6 Amendment

Lori Arakaki gave a presentation on the FFYs 2011-2014 TIP Draft Revision #6 Amendment – including Intergovernmental Review comments and technical analyses (project criteria, project evaluations, Congestion Management Process, and Title VI and Environmental Justice analysis). The TIP remains financially constrained.

Discussion

Elizabeth Fischer stated that, based upon discussions with Hawaii Department of Transportation (HDOT) and Oahu Metropolitan Planning Organization (OahuMPO), the HDOT project S14 (Statewide Bridge and Pavement Improvement Program) in draft FFYs 2011-2014 Statewide TIP (STIP) Revision #2 needs to be included in the TIP for transparency and clarity. Because the project is on Oahu, it needs to be included in the TIP. Vice Chair Sniffen requested correspondence from the Federal Highway Administration (FHWA) Division Administrator Abraham Wong to HDOT Director Glenn Okimoto regarding this requirement.

In response to Chair Au's question, Vice Chair Sniffen stated that this delay may impact the current STIP revision, but not TIP Revision #6.

Ms. Fischer stated that the project needs federal approval by September 15, 2011.

Ms. Arakaki stated that, since a new project is being added to the TIP, it is considered a major revision. She will work on a timetable for this amendment.

Dean Nakagawa moved and Eileen Mark seconded that the TAC recommend approval of the FFYs 2011-2014 TIP Draft Revision #6 to the Policy Committee. The motion was unanimously carried.

III. PRESENT RESULTS OF THE ORTP 2035 SCENARIO ANALYSES

[Handout(s): Final Alternatives Scenarios Summary Report, Oahu Regional Transportation Plan 2035 Project, Deliverable 9.2.2]

Mr. Sykes stated that the three projects presented today are not in the Oahu Regional Transportation Plan (ORTP) 2035; they are informational alternative scenarios. Mr. Sykes noted that soon all the technical papers for this project would be available on the OahuMPO website.

Chair Au asked if the scenario analyses would have, in any way, impacted TAC's consideration of the ORTP 2035. Randolph Sykes responded in the negative.

[Mr. Tian left at 2:35 p.m.]

Randolph Sykes presented the results of the ORTP 2035 Scenario Analyses.

Randolph Hara asked about the presentation made by the Central Oahu neighborhood boards to the OahuMPO Citizen Advisory Committee entitled "*ORTP 2035: The Deconstruction &*

Marginalization of Central Oahu's Regional Transportation Needs.” Mr. Gibson stated that the neighborhood boards were concerned that, through the ORTP process, a sufficient or fair level of funding was not provided to the Central Oahu area. They are questioning the ORTP planning process and the model. They are saying that they are not getting their fair share. However, Mr. Gibson stated that he felt that project distribution should be based upon need – where the needs are greatest. He did not feel that a system should be setup to ensure that certain geographic areas receive a set percentage of resources, regardless of the needs. The neighborhood boards feel it's unfair that some projects that were in the ORTP 2030 are no longer in the ORTP 2035.

Randolph Hara asked if the neighborhood boards had access to the public review process but still felt left out. Mr. Gibson responded in the affirmative.

Mr. Sykes clarified that there are three neighborhood boards involved; however, one of the boards is not in agreement with what the other two boards are saying. That one board had contacted OahuMPO about putting in a rail spur project in the illustrative project list; the Policy Committee agreed with its recommendation. A spur between Pearl City and Mililani is shown in the ORTP 2035 as an illustrative project.

Mr. Nakagawa asked why level of service (LOS) D was used in the analyses. Mr. Sykes responded that Representative Rita Cabanilla had introduced a resolution that all roads be brought up to LOS A. Mr. Nakagawa asked what brought it down to LOS D. Mr. Sykes responded that LOS D is the standard practice.

Dr. Ricardo Archilla asked how they came up with 235 lane miles. Mr. Sykes responded that they ran it through the models. Mr. Gibson added that, using the OahuMPO model, they identified the volume-capacity ratio, where they're very high; added lane miles to resolve those issues; then ran the model again. In many cases, it resolved the congestion at that location, but pushed it further down the line; so they added more lane miles to take care that.

Mr. Gibson stated that this presentation is a good educational opportunity for the Policy Committee. He would like to present this to the Policy Committee, though he hesitates, since the City administration will be presenting the cordon pricing issue to the City Council. Ms. Fischer felt that, from the federal perspective, OahuMPO should do the presentation, since it has a statutory and regulatory responsibility. It is a tool to share for added benefits.

In response from Chair Au, Mr. Sykes stated that this information will be on the website soon. Mr. Sykes noted that the cordon pricing study was requested by the Honolulu City Council. In addition, it will also be sent to the City Department of Transportation Services (DTS) Director for forwarding to the City Council, as requested in its resolution.

Chair Au recommended that this information be sent to the Policy Committee after it is sent to the DTS Director and he has time to review it, and a presentation be made to the Policy Committee. The TAC members agreed with this recommendation.

In response to Chair Au, Vice Chair Ed Sniffen stated that he agreed that we cannot build ourselves out of congestion.

IV. OTHER BUSINESS (Announcements Only)

Ms. Fischer announced that the federal Certification Reviews of the OahuMPO and HDOT had taken place this week. The formal report would be out after the end of the federal fiscal year. She would be briefing the Policy Committee at their July 5th meeting.

There being no other business, the meeting was adjourned at 3:02 p.m.