

Minutes of the  
Oahu Metropolitan Planning Organization

**TECHNICAL ADVISORY COMMITTEE**

Friday, October 16, 2009, 9:00 a.m.  
Department of Transportation 5<sup>th</sup> Floor Conference Room  
869 Punchbowl Street, Honolulu, Hawaii

**Members Present:**

Mark Au, Chair	DTS	Kathy Sokugawa	DPP
Glenn Yasui, Vice Chair	DOT	James Burke	DTS
Eugene Tian (alternate)	DBEDT	Carissa Unpingco (ex officio, alt.)	FAA
Abe Mitsuda	DBEDT-OP	Elizabeth Fischer (ex officio)	FHWA
Glenn Soma	DOT	Gareth Sakakida (ex officio)	HTA
Randolph Hara	DPP	A. Ricardo Archilla (ex officio)	UH

**Members Absent:** (vacant, FTA, ex officio)

**Guests Present:**

Dave Zevenbergen	DOT	Nick Roach	Parsons Brinckerhoff
Charles Carole	NB #10 (CAC)	Mark Scheibe	PB

**OahuMPO Staff Present:** Gordon Lum, Lori Arakaki, Randolph Sykes, and Pamela Toyooka

The meeting was called to order at 9:05 a.m. by Chair Mark Au. A quorum was present.

**I. MINUTES**

**I.A. Correction to the May 21, 2009 Meeting Minutes**

Chair Au noted that, at the request of Elizabeth Fischer at the July 1, 2009 meeting, the TAC corrected the May 21, 2009 meeting minutes to include Ted Matley as the ex officio TAC representative for the Federal Transit Administration (FTA) on the TAC membership list. Executive Director Gordon Lum explained that, after examination of the TAC membership records, it was found that Mr. Matley had not been designated as the ex officio TAC representative for FTA. In response to Vice Chair Glenn Yasui, Director Lum stated that only FTA may designate its TAC representative.

*Glenn Soma moved and Abe Mitsuda seconded that the May 21, 2009 minutes be re-corrected to remove Ted Matley as the ex officio TAC representative for FTA. The motion was unanimously approved.*

### **I.B. Approval of the July 1, 2009 Meeting Minutes**

*Mr. Soma moved and James Burke seconded that the July 1, 2009 minutes be approved as circulated. The motion was unanimously carried.*

[Elizabeth Fischer and Kathy Sokugawa arrived at 9:15 a.m. and 9:16 a.m., respectively.]

## **II. ORTP 2035 REVENUE PRESENTATION**

*Handout(s): PowerPoint slides from ORTP 2035 Revenue Sources and Projections presentation*

Mark Scheibe gave a presentation on the Oahu Regional Transportation Plan (ORTP) 2035 Revenue Sources and Projections.

### Questions and Answers

Slide #5: In response to a question from Vice Chair Yasui, Mr. Scheibe agreed to check if the amounts shown are the obligational authority.

Slide #6: In response to Mr. Burke's question, Mr. Scheibe stated that the total shown was the weighted average.

Mr. Scheibe stated that a 2% assumed annual growth rate for Federal Highway Administration funding was used – similar to what other MPOs are using.

Slide #14: Mr. Scheibe noted an error: It is anticipated that \$35 million in New Starts Discretionary funds will occur in federal fiscal year (FFY) 2010. So, for that particular fund, it should be FFYs 2010 to 2035.

Slide #21.A: Mr. Scheibe noted that a slide regarding system preservation costs was added after slide #21 (not in handout).

Slide #31: Mr. Scheibe noted an error: \$3.5 billion is the estimate of expected revenue for the General Excise Tax surcharge for the FFYs 2009-2035 period. For the FFYs 2011-2035 period, the estimated amount should be \$3.2 billion.

Slide #35: Vice Chair Yasui noted that the rental vehicle surcharge fund is in its sunset years; legislative action will be needed to continue this. Mr. Scheibe stated that he would take that into account.

Slide #37: Mr. Scheibe noted an error: In the subtitle, "2006" should be "2011".

Slide #38: Mr. Scheibe stated that, for 2030, the figures may have been overly optimistic. The 2035 update would be using a 2% growth rate. The pot of funds for 2035 is slightly higher than for 2030. So, it will be a very constrained plan.

### Discussion

Vice Chair Yasui stated that the estimation of funding is a work in progress for a long time, since the federal amounts are not yet known. The trust fund is broke. The Hawaii Department of Transportation (HDOT) will be promoting the Highway Modernization Plan; they will be trying again to get another version of the plan through. Whether it's done now or later, it will dramatically affect what happens. For the Transportation Improvement Program (TIP) and Statewide TIP (STIP) update next month, there will be a spike in the type of projects that are a priority for Oahu. Even though the Legislature is cutting funding, the operation and maintenance work will increase, including safety (such as bridge replacement). HDOT can only look at what was submitted for the biennium budget. The maintenance budget (for maintenance and bridge replacements projects) was reduced by \$10 million. HDOT has departmental priorities (such as, safety, system preservation, congestion mitigation, etc.) and guidelines for project selection, but those are not quantified by funds. The Legislature appropriated approximately \$1.4 million for highway maintenance; the total program is about \$325 million. The Legislature has deferred prioritization to the administration.

Director Lum stated that OahuMPO was trying to get estimates of private developer funding. The more developer funding that can be justified, the more projects can be included in the ORTP.

Vice Chair Yasui stated that Ewa is the only place where HDOT, working with the City, would collect impact fees from developers. Vice Chair Yasui provided some examples and noted that sometimes earmarks were used, but this source cannot be predicted. Statewide, HDOT is trying to identify land use changes that will require traffic mitigation. The current administration has chosen to accept immediate local improvements, rather than using a fair share approach for future traffic mitigation. It is not known what the next administration will do.

Director Lum identified the need to justify future estimates of developer funding used for the ORTP update. The OahuMPO would like to work with agencies' staff on these estimates.

Chair Au stated that the Department of Transportation Services (DTS) is working with the Department of Planning and Permitting (DPP) on revising the impact fee structure, trying to figure out what is reasonable to charge developers. Ms. Sokugawa stated that, since 2002, \$14 million has been collected in Ewa impact fees; with regard to transportation, that is not a lot of money. It is not the silver bullet that it was hoped to be. The concern is that the rate being charged now is not enough. The fees need to be dramatically increased; however, there is a question of whether the market can handle that. With respect to the Ewa Connectivity Study, the developers are now paying 100% for the local streets; so getting more out of them would be problematic. With regard to the East-West Road, the Hawaiian Homelands is paying for a portion of the cost. The rest of the road, in Kapolei, will be done by the University of Hawaii West Oahu developer, when they get one.

Director Lum stated that another issue is estimating Oahu's share of the federal funds. In the current STIP/TIP, 55% of federal highway funds is estimated for Oahu. The ORTP 2030 update assumed 48% of these funds would go to Oahu. Mr. Lum noted that the ORTP does not commit

or guarantee a set annual percentage to Oahu, but is used primarily for long-range financial constraint purposes. HDOT and DTS were asked for their comments on this.

Vice Chair Yasui stated that HDOT is not sure if Hawaii will continue to be exempted from allocating at least 50% of Surface Transportation Program funds to transportation management areas (OahuMPO). For planning purposes, 55% could be used; this will change according to project priorities. For Honolulu, right now, there are a couple of large congestion mitigation projects. The rest will be system preservation projects.

Chair Au stated that, historically, it has been about 54-55%. It is essential for the City to maintain the same level of funding (54-55%) for their Capital Improvement Program budget.

Director Lum stated that this was more reasonable than past estimates, as Oahu has 70% of the State's population and its needs are heads and shoulders above the Neighbor Islands. The figures used in the ORTP are just for planning purposes.

Gareth Sakakida stated that freight volumes are much greater on Oahu. However, the Hawaii Transportation Association (HTA) members have voiced their concerns regarding the need on the Neighbor Islands for bridge mitigation projects, especially for Hawaii and Kauai.

Mr. Burke stated that he knows that this is a point of departure; however, he was worried that the plan may forecast more vehicles and fuel consumption than what may occur in actuality. In the future, vehicles may actually be more fuel efficient and lighter. Director Lum stated that the ORTP is updated every five years, so we can look at approaching trends in two to five years and adjust accordingly.

In response to Ms. Sokugawa, Director Lum stated that tolls and corridor area pricing are currently hot issues, so general information on funding sources such as these will be presented to the Policy Committee.

In response to Chair Au, Mr. Scheibe stated that another iteration of forecasts is anticipated to be presented to TAC prior to the release of the preferred plan, probably in late-2010.

### **III. OTHER BUSINESS (Announcements Only)**

Mr. Lum announced that the Policy Committee would be meeting on October 19 and hearing a similar presentation.

*There being no other business, Ms. Soma moved and Mr. Burke seconded to adjourn the meeting. The motion was unanimously carried. The meeting was adjourned at 10:30 a.m.*