

Minutes of the  
Oahu Metropolitan Planning Organization

**POLICY COMMITTEE**

Tuesday, July 9, 2013, 10:00 a.m.  
Honolulu City Council Committee Meeting Room, Room 205  
530 South King Street, Honolulu, Hawaii

**Members Present:**

Councilmember Breene Harimoto, Chair		Senator Will Espero
Councilmember Carol Fukunaga		DOT Director Glenn Okimoto
Councilmember Ron Menor		DTS Director Michael Formby
Councilmember Kymberly Pine		HART Acting Executive Director & CEO
Representative Henry Aquino		Brennon Morioka
Representative Sharon Har		

**Member(s) Absent:** Councilmember Joey Manahan; Representative Ryan Yamane; and Senators Donovan Dela Cruz (Vice Chair) and J. Kalani English

**Guests Present:**

Frank Streed (CM Harimoto)		Mayela Sosa (FHWA)
Valerie Sadural (CM Manahan)		Joyce Oliveira (HART)
Miguel Flores (Sen. Espero intern)		Doug Chun (Office of Council Services)
Makana Gionet (Rep. Har intern)		Jed Miyazaki (CAC, Castle & Cooke Homes)
Alana Laanui (CM Pine intern)		Joseph Magaldi, Jr. (CAC, Committee for
Jill Tanabe (DOT)		Balanced Transportation)
Ken Tatsuguchi (DOT)		Debra Luning (CAC, Gentry Homes)
Pat Tom (DOT)		Michael Golojuch (CAC, Palehua Townhouses)
Don Hamada (DTS)		Johnnie-Mae Perry (CAC, NB #24)
Brian Suzuki (DTS)		Kanani Iaea (vRide)
Elizabeth Fischer (FHWA)		

**OahuMPO Staff Present:** Brian Gibson, Lori Arakaki, Marian Yasuda, Lynne Kong, Pamela Toyooka

*The meeting was called to order at 10:04 a.m. by Chair Breene Harimoto. A quorum was present.*

Chair Harimoto welcomed Honolulu Authority for Rapid Transportation (HART) Acting Executive Director and CEO Brennon Morioka, who was sitting on the Policy Committee (Committee) in place of Dan Grabauskas while he was out on leave.

Representative Sharon Har recognized her intern Makana Gionet from Island Pacific Academy. Senator Will Espero recognized his intern Miguel Flores from James Campbell High School.

Councilmember Kymberly Pine recognized her intern Alana Laanui from Maryknoll High School.

## **I. MINUTES OF THE APRIL 10, 2013 MEETING**

*There being no objections, the minutes of the April 10, 2013 meeting were approved as circulated.*

## **II. CAC MEMBERSHIP APPLICATION**

OahuMPO Executive Director Brian Gibson stated that Gentry Homes had attended the requisite number of meetings and had submitted an application for Citizen Advisory Committee (CAC) membership. Debra Luning, representative of Gentry Homes, introduced herself and voiced Gentry Homes' desire to become a CAC member. Senator Espero stated that Gentry Homes has been a good corporate partner in the Ewa Beach area and community.

*Senator Espero moved and Councilmember Pine seconded that Gentry Homes be appointed to the CAC. The motion was unanimously carried.*

## **III. DRAFT FYS 2014-2015 OWP**

*[Handout(s): FYS 2014-2015 Overall Work Program (OWP) Final Draft; Intergovernmental Review and Public Review Comment Summaries of the FYS 2014-2015 OWP]*

*[Councilmember Carol Fukunaga arrived at 10:20 a.m.]*

Director Gibson gave a presentation on the final draft of the FYS 2014-2015 OWP, including the intergovernmental review and public review comments. Director Gibson stated that the Technical Advisory Committee (TAC) reviewed the final draft document and recommended approval of the draft FYS 2014-2015 OWP, with revisions as noted in the intergovernmental review presentation.

Director Gibson noted that the University of Hawaii at Manoa (UHM) had asked that work element (WE) 203.02-15 (UHM Travel Demand Management Study) be removed from the draft OWP. So, there would now be staff time available to support WE 202.04-15 (Farrington Highway Realignment Feasibility Study).

Representative Har requested that copies of PowerPoint presentations from Policy Committee meetings be provided to the Members. Director Gibson responded that he would provide copies of the PPT slides to the Members at future meetings.

Representative Har asked if a WE with no local match could be kept in the OWP to signify it as priority for the community or local officials. Director Gibson responded that the Federal agencies could either deny approval of the OWP or could suggest that OahuMPO revisit the document since there is no local match. Elizabeth Fischer, Federal Highway Administration (FHWA) Planner stated that the OWP needed to be financially constrained. Director Gibson added that the Transportation Improvement Program (TIP) and OWP are not intended to be wish lists; they are intended to be programming documents of projects that will be done.

Department of Transportation (DOT) Director Glenn Okimoto stated that Director Gibson did respond to a lot of DOT's concerns; however, there are still some disagreements regarding the OWP. Director Okimoto stated that the OWP is not financially constrained, because the State match still isn't there; DOT is not committed to the full amount that Director Gibson noted. The OWP process includes a call for projects each year. The projects then get vetted through the process. It then goes to the Policy Committee for their review and approval. One project in the final draft document did not go through that process – WE 202.04-15 (Farrington Highway Realignment Feasibility Study). So, DOT is recommending that it not be funded, because it did not go through the OWP process that Director Gibson mentioned.

In response to Representative Har, Director Gibson responded that Director Okimoto was referring to the OWP Process and Procedures manual that defines the development process for the OWP. At the start of that process is the call for projects. The OahuMPO asks the CAC and the participating agencies for their suggested projects; then the initial draft is developed. The initial draft is brought to the Policy Committee. At that point, the Policy Committee asked to add that study.

Director Gibson acknowledged that, for Director Okimoto, this is a very clear issue; however, he felt that this is a grey area. Director Gibson felt that the point at which no other projects should be added should be prior to the public review draft – before it goes out for public review and comment. Director Gibson felt that, if projects are added on after this point, then the revised document would need to go back out for public review again.

Councilmember Pine stated that the additional WE (202.04-15) was funded through the City, not the State. It has gone through numerous public hearings and the public has testified on it.

Director Okimoto stated that, the other work element where DOT had a disagreement is WE 202.02-14 (Central Oahu Transportation Study). DOT feels that there is no clear justification for the study. DOT would like further discussion on this.

Director Okimoto stated that, for WE 301.18-14/15 (Bicycle-Pedestrian Coordination & Transportation Alternatives Program Coordination), limiting the Transportation Alternatives Program (TAP) to just bicycle and pedestrian (bike-ped) is not according to the law. It should be broader in terms of public transportation, coordinating with other agencies, private providers of transportation, as well as bike-ped. It shouldn't be limited to just bike-ped; it should be more encompassing. Director Gibson responded by stating that the intent of joining the bike-ped coordination and the TAP program administration in one work element is not to limit the TAP program to just bike-ped projects. He stated that it seemed like a natural place to put the TAP administration with the person that is sort of the bike-ped coordinator. The two aspects are: 1) someone who is responsible for educating themselves about bike-ped issues, engaging the bike-ped community; and 2) the TAP administration. The TAP program would not be limited in any way to just bike-ped projects; that is not the intent. Director Okimoto asked if it would be TAP with bike-ped as a subset, rather than the other way around; he suggested a name change. Director Gibson responded that a name change could be done.

Director Okimoto stated that the additional staff position indicated in WE 301.19-14 (OahuMPO Data Program) is not necessary. Some of the data collection activities should already be part of OahuMPO's functions. DOT does not see the justification for adding a position at this time. The whole State is in a fiscal constraint and it's almost impossible to add positions. Further justification for that position is needed.

Senator Espero asked if the freight study will include security. Director Gibson responded that that would be added as an aspect of it.

#### Testimony

Johnnie-Mae Perry, Waianae Coast Neighborhood Board (NB) #24, testified in support of WE 202.04-15. She stated that: 1) during budget bill hearings, Councilmember Pine was going to get \$91,000; and 2) at the May NB #24 meeting, the Governor's representative (and Department of Land and Natural Resources Director and Chairperson), William Aila, Jr., stated that DOT would be donating \$40,000 to that project. She stated that there were issues with DOT and Malama Makaha regarding the Makaha bridges; she hoped that that would not interfere with WE 202.04-15, since they are separate issues.

Representative Har stated that, since DOT is a major stakeholder and it has raised concerns, she was not comfortable accepting the OWP at this time; the issues should be addressed. Director Okimoto suggested that the Committee could approve all the work elements that DOT does not have concerns with. Councilmember Pine stated that she is totally opposed to removing WE 202.04-15; she would not support that suggestion.

In response to questions, Director Gibson stated that WE 202.04-15 is scheduled for FYs 2015. The OWP is updated every year. It is a two-year rolling document, with the second year provided for budgeting purposes. Director Okimoto stated that WE 202.04-15 could be kept in the document, since it's for FY 2015.

Director Okimoto stated that DOT would not have the funds available for WE 202.02-14 and WE 301.19-14. He stated that DOT would still need to vet whether the function should already be done by OahuMPO with current funding or whether an additional position is actually needed. In response to Chair Harimoto, regarding the non-funding of the projects, Director Okimoto stated that funding is not the major problem; it is regarding other issues and concerns.

Chair Harimoto stated that, at a future time, there needs to be a thorough discussion regarding the role of the OahuMPO decision-making body, so that the members all understand their role, as opposed to DOT's and DTS' roles.

*Senator Espero moved and Councilmember Fukunaga seconded that the FYs 2014-2015 OWP be approved.*

Representative Har asked for clarification, asking if the motion was to approve the OWP as it stands. Director Okimoto stated that DOT wants WE 202.02-14 and WE 301.19-14 removed. Senator Espero asked if WE 202.02-14 could be left in. Director Okimoto agreed to leave it in;

however, he noted that it may not move as quickly, since there are still discussions that need to occur.

*Senator Espero withdrew his motion. Senator Espero moved and Representative Har seconded that the FFYs 2014-2015 OWP be approved without WE 301.19-14 (OahuMPO Data Program). The motion was unanimously approved.*

*[Senator Espero left the meeting at 11:00 a.m. A quorum was still present.]*

#### **IV. FFYS 2011-2014 TIP REVISION #23**

*[Handouts: FFYs 2011-2014 Transportation Improvement Program (TIP) Revision #23 (Amendment); Intergovernmental Review and Public Review Comment Summaries of the FFYs 2011-2014 TIP as of Revision #23]*

Director Gibson gave a presentation on the FFYs 2011-2014 TIP Draft Revision #23, including the intergovernmental review, public review, and technical analysis (project evaluations, Title VI and Environmental Justice, and Congestion Management Process). There are four new projects proposed and one project proposed for deletion. The document remains fiscally constrained. The TAC recommended approval of Revision #23 at its July 2, 2013 meeting.

No one offered testimony on this agenda item.

*Councilmember Fukunaga moved and Representative Har seconded to approve the FFYs 2011-2014 TIP Revision #23. The motion was unanimously carried.*

#### **V. TRANSPORTATION ALTERNATIVE PROGRAM**

*[Transportation Alternatives Program (TAP) for Oahu – May 2013 Draft]*

Chair Harimoto noted that this item is listed under action items just in case some action is needed; however, the Committee will need some time to consider the issues.

Director Gibson gave a presentation on the draft TAP. He noted that this early draft document was developed using old Transportation Enhancement Programs and other jurisdictions' TAPs, to explain the program and frame the issues and policies. There are many policy decisions that need to be made by the Committee. He requested that members review the draft document in preparation for the August meeting, where the Committee will make some of those decisions. His goal is to have an approved program by October 1, 2013. He also stated that the Surface Transportation Program (STP) funds are now suballocated, so the Committee will need to define the policies for that program at some point as well.

Councilmember Fukunaga asked how TAP will modify the Safe Routes to School (SRTS) program and DOT's program. Director Gibson responded that the SRTS is gone; however, SRTS projects are eligible for TAP and STP funds. Councilmember Fukunaga asked if the eligibility criteria are different from the SRTS criteria. Director Gibson responded that TAP does not make a distinction regarding age. The Committee sets its own policies and criteria.

Department of Transportation Services (DTS) Director Michael Formby stated that some schools are more proactive; how do we handle conflict of interest? He also questioned the inclusion of the Department of Education (DOE) when they have no interest. In response to Director Formby, Director Gibson stated that the Committee decides what level of commitment they want and, ultimately, in the end, the decision is the Committee's.

Chair Harimoto stated that the Committee is the ultimate decision-maker.

Director Formby asked if the Committee can prioritize differently from the evaluation committee. Director Gibson responded that there is leeway; the Committee selects the projects.

Chair Harimoto asked if the annual funding needed to be spent every year. Director Gibson responded that it is one year plus three years; they have four years to spend the funds. Acting Director Morioka added that it's an accumulation of funds. We don't have to spend the funds each year; we can hold over funds to the next year(s) if they aren't used.

Director Okimoto stated that there's the Federal compliance aspect that needs to be discussed later. Director Gibson agreed.

Chair Harimoto stated that the sponsor is the guarantor of the funds. Director Gibson noted that, per Federal mandate, the State is not an eligible project sponsor; so, the sponsors would be from the City (DTS, HART). Chair Harimoto stated that DOT, DTS, and HART will be the gatekeepers.

No one offered testimony on this agenda item.

## **VI. MAKAKILO DRIVE EXTENSION**

DTS Director Formby introduced DTS staff Don Hamada and Brian Suzuki. Mr. Suzuki gave an update on Makakilo Drive Extension Project; the presentation included the history of the project up through its present day status.

Representative Har stated that Frank Genadio provided documentation that the Makakilo Drive Extension (second access) was included in a list of projects under consideration for inclusion in the *Transportation for Oahu Plan* (TOP 2025). The cost estimate (in year 2000 dollars) was \$8.5 million. The FFYs 2011-2014 Transportation Improvement Program (TIP) lists the cost estimate at \$85.5 million. Representative Har asked why there was such an increase in the cost estimate. Mr. Suzuki responded that he did not know why the estimated cost would be so low at that time; the major cost is the bridge that needs to traverse the gulch. This alternative was probably chosen because there are design constraints due to the grade; it would need to be no more than 8% due to the City trucks and other service vehicles. The bridge, and the initial site and earth work required are major expenses. Director Formby stated that he received an e-mail from Mr. Genadio regarding that; no one he has asked knows where that figure came from. He agreed that it seems very low, considering the elevation change, the grade, and the need to span the gulch. He suggested that it could have been a design estimate, rather than a construction estimate.

In response to Representative Har, Director Formby stated that the former administration did not prioritize this project. The current administration has continued to prioritize the Joint Traffic Management Center through 2016. At that point, they will need to decide their next priority. DTS is under a constrained budget in the TIP and funds are scarce; the local match will have to be significant for a project like that.

Representative Har stated, for the record, that this should be a priority project. This Drive has essentially been in plans since 1993. There continues to be houses built at the top of Makakilo Drive. It's creating a health and safety issue. Councilmember Pine agreed.

Councilmember Pine asked about the possibility of changing the project from a four-lane road to a two-lane road. Director Formby responded that changing the scope of the project – a significant deviation from what was originally designed, vetted, approved, and published – could result in the need to do another environmental study; and there is no guarantee that we would get the same result. There are limitations to the City's ability to change the project's scope, based on what has been done to date. If the City wants to continue to move forward with this, the preference is to start the design, which will take time. There would have to be a phase two design at some point. Then they would need to look at construction funds based upon prioritization of all the other projects that the City has on its short-term horizon.

In response to Representative Har, Director Formby stated that the estimated cost to do another environmental assessment or environment impact study would range from \$1 million to \$3 million.

Councilmember Pine acknowledged that \$85 million would be difficult to meet. If that price is just accepted and nothing is changed, then the road may never be built. Director Formby stated that DTS is willing to discuss de-scoping the project. The process would also involve a lengthy community process in addition to the environmental assessment. Councilmember Pine stated that it could be looked at in phases, rather than the complete scope it is now.

Representative Har stated that, when the Makakilo Drive advisory committee was meeting, there were other alternatives discussed. In response to Representative Har, Mr. Suzuki responded that the preferred alternative was actually the cheapest one. The other alternatives had a more direct route, but required a longer bridge span; the longer the bridge span, the higher the cost.

Representative Har stated that Grace Pacific has a dirt road up there that they use every single day for their trucks. Mr. Suzuki responded that DTS did look at that. However, the point at which the dirt road connects is a very narrow residential street; it traverses by a number of houses. It is not adequate to accommodate the traffic volume. Representative Har stated that it could be used as alternate route. Director Formby stated that DTS is willing to have discussions with policy-makers and the community about potential options.

In response to Representative Har, Director Formby stated that the Makakilo Drive Extension project was removed from the TIP due to lack of funds and the prioritization of the Joint Traffic Management Center.

In response to Representative Har, Director Gibson stated that the TIP is a programming document. The Federal requirement is that it must be fiscally constrained; there must be a financial commitment for each project.

Director Formby stated that, at this point, even if the funds were released to do the design work, which would be phase one of two phases, the City is not in a position to construct the bridge and the highway for at least three years after design is done. It would be out past the informational only years of the current TIP. That is why the recommendation was made to remove the project from the TIP. It will become an issue when the design is completed.

#### Testimony

Johnnie-Mae Perry suggested going out for bid again in order to get for a lower bid. She also stated that the project shouldn't be scaled down; it shouldn't take shortcuts.

### **VII. 2011 FEDERAL CERTIFICATION REVIEW**

Chair Harimoto stated that, due to time constraints, he recommended deferring the Federal Certification Review agenda item. Director Gibson stated that, instead of presenting the Certification Review and action plan separately, he would present them both at the next meeting. Mid-August is the deadline to have an approved action plan.

*There being no objections, the item was deferred.*

### **VIII. CAC HIGHLIGHTS**

CAC Chair Joseph Magaldi, Jr., thanked the OahuMPO for their support of the CAC, and the State and City for their presentations to the CAC.

No one offered testimony on this agenda item.

### **IX. OTHER BUSINESS (ANNOUNCEMENTS ONLY)**

*There being no other business, the meeting was adjourned at 12:14 p.m.*