

Meeting Summary of the
Oahu Metropolitan Planning Organization

CITIZEN ADVISORY COMMITTEE

Wednesday, May 16, 2012, 3:30 p.m.
Mayor's Conference Room 301, Honolulu Hale
530 South King Street, Honolulu, Hawaii

Members Present:

Committee for Balanced Transportation
AARP
American Society of Civil Engineers
Castle & Cooke Homes Hawaii
Citizens for a Fair ADA Ride
Hawaii Bicycling League
Hawaii Teamsters and Allied Workers, Local 996
Hui Kupuna VIP
Institute of Transportation Engineers
League of Women Voters
Mestizo Association
NB #03 Waialae-Kahala
NB #07 Manoa
NB #08 McCully-Moiliili
NB #09 Waikiki
NB #10 Makiki-Lower Punchbowl-Tantalus
NB #13 Downtown
NB #15 Kalihi-Palama
NB #18 Aliamanu-Salt Lake-Foster Village
NB #21 Pearl City
NB #22 Waipahu
NB #24 Waianae Coast
NB #25 Mililani-Waipio-Melemanu
NB #26 Wahiawa-Whitmore Village
NB #34 Makakilo-Kapolei-Honokai Hale
NB #35 Mililani Mauka-Launani Valley
North Shore Chamber of Commerce
Pacific Resource Partnership
Tax Foundation of Hawaii
Waikiki Residents Association

Joseph Magaldi, Jr., Chair
John Goody
Tiffany Hamada
Laura Kodama
Ronald Pike
Chad Taniguchi
Michael Costa
Louise Horio
I. Robert Nehmad
Marcia Linville
Arvid Youngquist
Lester Fukuda
Tom Heinrich
Ron Lockwood
Robert Finley
Charles Carole
Tom Smyth
Fetu Kolio
Constante Domingo
Cruz J. Vina, Jr.
Braunsen Kalaikai
Bob Smith
Dick Poirier
Jeanne Ishikawa
Jame Schaedel
Alan Suwa
Bob Schieve
Paul Migliorato
Randall Hiu
Daisy Murai

Members Absent (Reps):

American Planning Association Hawaii
E Noa Corporation
Hawaii Centers for Independent Living
Land Use Research Foundation

John Valera
Tom Dinell
Kimo Keawe
Dave Arakawa, Vice Chair

Leeward Oahu Transportation Management Association	Wynde Yamamoto
NB #01 Hawaii Kai	Greg Knudsen
NB #02 Kuliouou-Kalani Iki	Linda Starr
NB #05 Diamond Head-Kapahulu-Saint Louis Heights	Bert Narita
NB #11 Ala Moana-Kakaako	Sean Newcamp
NB #14 Liliha	Chad Atkins
NB #23 Ewa	John Gollner
NB #29 Kahaluu	Ken LeVasseur
NB #36 Nanakuli-Maili	Richard Landford

Guests Present:

Mike Murphy	Department of Transportation Services
Rose Pou	Hui Kupuna VIP
Tiffany Patrick	Marine Corps Base Hawaii
Michael Golojuch	Palehua Townhouses

OahuMPO Staff Present: Brian Gibson, Randolph Sykes, and Marian Yasuda

Chair Joseph Magaldi, Jr. called the meeting to order at 3:34 p.m.

1. Honolulu Authority for Rapid Transportation (HART)

Chair Magaldi introduced Dan Grabauskas, Chief Executive Officer of HART.

Discussion Highlights:

[Unless otherwise noted, questions were answered by Mr. Grabauskas]

- In response to a question by Brian Gibson: Unlike most other transit systems in the country, the Honolulu system is fiscally prudent and will begin its operations basically debt-free. The full system is scheduled to be in operation by 2019. Two years of additional general excise tax collection will pay off the final bills by 2022.
- In response to a question by Marcia Linville: Certain decisions were made prior to the formation of HART, such as the minimum operable segment and the use of steel-on-steel technology.
- In response to a question by Louise Horio: The Federal Transit Authority (FTA) requires that HART have several contingency plans for the financing of the rail project, including the use of 5307 funds in those plans. Oahu's FTA 5307 funds, Urbanized Area Formula funds, are typically used for capital, operations, and planning assistance for TheBus and TheHandi-Van. They would only be used for the Honolulu Rail Transit Project as a last resort.
- In response to a question by Tom Smyth: The environment in which the Honolulu Rail Transit Project will be working fits all the criteria for a successful transit system: it will be in a highly-congested linear corridor; Oahu has some of the highest fuel prices in the nation; the existing public transit system has some of the highest ridership in the nation.
- In response to a question by Jeanne Ishikawa: HART will not own land around the train stations and will not be able to provide parking lots. Private land owners may step in to provide parking if the demand exists.

- In response to a question by Paul Migliorato: The three mayoral candidates have all met with Mr. Grabauskas. The message communicated to all three was that the task of delivering the project, as approved by the majority of voters, on time and on budget is the primary focus. Communication with the public throughout the project is paramount; listening, understanding and addressing issues are the primary tasks.
- In response to a question by Bob Schieve: The first fleet will include 80 cars, two cars per train, and will run at three- to ten-minute intervals. The initial capacity is estimated at 115,000 riders per day. That capacity may be doubled in the future by purchasing additional cars and linking four cars per train.
- In response to a question by Chad Taniguchi: Oahu has the worst traffic, the highest gas prices, nearly the highest cost of automobile ownership in the nation. Many different strategies have been studied; some have been implemented. Yet, the congestion only worsens. The \$1.55 billion in Federal funds are for the Rail Transit project only. The increased general excise tax being collected is for the Rail Transit project only. If there is no Rail Transit Project, those Federal funds cannot go toward any other projects; they simply go away.
- In response to a question by Randolph Sykes: The Environmental Impact Statement addresses the influences upon travel time caused by bus service changes, the spoke-and-hub system, and increases in linked trips. On Oahu, there is so much of a problem; the train will be enough of a solution. It may not be a perfect solution every day for every person, but for many people in many situations, having the train as an option will work.
- In response to a question by Daisy Murai: The current number of direct jobs created is 509; sixty percent of those jobs are held by local residents. Operations and management of the system will create 300 permanent careers. There are many jobs that will be created relating to transit-oriented development along the route. There are also many indirect jobs created that are tougher to measure.
- In response to a question by Braunsen Kalaikai: To date, no iwi kupuna have been discovered in the archeological surveys done. Stakeholders are continually and frequently engaged throughout this process.

2. Draft FYs 2013-2014 Overall Work Program

Brian Gibson provided a quick overview of the draft Overall Work Program and requested the CAC recommend its approval by the Policy Committee.

Bob Finley moved and Ms. Linville seconded that the CAC recommend the approval of the draft FYs 2013-2014 Overall Work Program by the Policy Committee.

The motion passed unanimously.

3. Approval of the April 18, 2012 Meeting Minutes

Arvid Youngquist moved and Cruz Vina seconded that the minutes be approved as circulated.

The motion passed unanimously.

4. OahuMPO Meeting Highlights

Marian Yasuda stated that the Policy Committee and Technical Advisory Committee had not met since the CAC last met.

The Policy Committee will meet on Wednesday, June 13 at 1:00 p.m. in room 325 of the State Capitol. At that meeting, it is likely they will:

- Present Certificates of Appreciation to CAC organizations with exemplary attendance in 2011
- Consider the draft FYs 2013-2014 Overall Work Program
- Consider Revision #14 to the FFYs 2011-2014 Transportation Improvement Program
- Consider the CAC membership application from Palehua Townhouses
- Hear a summary of the Climate Change Report

The Technical Advisory Committee will meet on Tuesday, May 29, 2012 at 1:30 p.m. in the 5th Floor conference room at the Department of Transportation. At that meeting, it is likely that they will:

- Make a recommendation on the draft FYs 2013-2014 Overall Work Program
- Hear a presentation on the OahuMPO performance measures for the ORTP 2040
- Hear a summary of the Climate Change Report
- Hear a summary of the Hawaii State Transportation Plan

5. Other Business

There was no other business.

6. Announcements

John Goody and Mr. Taniguchi requested inclusion on the Issues Investigation Committee in their Complete Streets meeting.

The meeting was adjourned at 4:50 p.m.