

Minutes of the
Oahu Metropolitan Planning Organization

POLICY COMMITTEE

Monday, August 18, 2014, 11:00 a.m.
Hawaii State Capitol, Conference Room 224
415 South Beretania Street, Honolulu, Hawaii

Members Present:

Senator Will Espero, Chair		Representative Sharon Har
Councilmember Breene Harimoto, Vice Chair		DOT Interim Director Ford Fuchigami
Councilmember Carol Fukunaga		DTS Director Michael Formby
Councilmember Kymberly Pine		HART Executive Director Dan Grabauskas

Member(s) Absent: Councilmember Joey Manahan, Councilmember Ron Menor, Representative Henry Aquino, Representative Ryan Yamane, Senator Donovan Dela Cruz, and Senator J. Kalani English

Guests Present:

Brandon Elefante (CM Harimoto)		Andrea Anixt (CAC, Kaaawa Community Assn.)
Radiant Cordero (CM Manahan)		Michael Golojuch (CAC, Palehua Townhouses)
Valerie Sadural (CM Manahan)		Patrick Tom (DOT)
Joseph Magaldi, Jr. (CAC, Committee for Balanced Transportation)		Elizabeth Fischer (FHWA) Mark Schmitz (FHWA)
John Steelquist (CAC, NB #10)		Kathleen Lewis (Hunt Company)
Tom Smyth (CAC, NB #13)		Caterine Picardo (resident)
Frank Genadio (CAC, NB #34)		Ben Shafer (resident)
Daniel Alexander (CAC, HBL)		Asia Yearly (resident)

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

The meeting was called to order at 11:02 a.m. by Chair Will Espero. A quorum was present.

I. MINUTES OF THE JUNE 19, 2014 MEETING

Vice Chair Breene Harimoto moved and Councilmember Carol Fukunaga seconded that the minutes of the June 19, 2014 meeting be approved as circulated. The motion was unanimously carried.

II. CONSIDER REVISION #30 TO FFYS 2011-2014 TIP

[Handouts: Federal Fiscal Years (FFYs) 2011-2014 Transportation Improvement Program (TIP) Draft Revision #30 Amendment; Public Review Comment Summary; Intergovernmental Review Comment Summary]

OahuMPO Executive Director Brian Gibson gave a presentation on the draft Revision #30 to the FFYs 2011-2014 TIP – two new proposed projects and seven projects proposed for deletion. He noted that “deletion” equals “delay” in this TIP, as all of the projects proposed for “deletion” in this revision are included in the Draft FFYs 2015-2018 TIP. The TIP would remain fiscally constrained. He went over the technical analysis of the projects – project criteria, project evaluations, congestion management process, and Title VI and Environmental Justice (T6/EJ) analysis – the intergovernmental review comments, and the public comments.

Councilmember Kymberly Pine asked if OahuMPO staff can do anything about the delays in some of the projects. Director Gibson responded that OahuMPO staff does not deal with implementation of projects, so these question need to be directed to the agencies. Department of Transportation (DOT) Interim Director Ford Fuchigami responded that he did not have this information.

Representative Sharon Har asked about the delay of Phase III right-of-way of project OS22 (Interstate Route H-1, Kapolei Interchange Complex). Director Fuchigami responded that he did not have this information.

Councilmember Pine asked if there was a way to get the agencies’ explanations prior to the meetings. Chair Espero suggested either asking agency staff to attend the Policy Committee meetings to answer the questions, or, if there are any delays in projects, the agencies’ should be asked for the reasons in advance of the meeting.

Testimony

- Andrea Anixt (CAC, Kaaawa Community Association) asked why projects OS40 (Kamehameha Highway, Bridge Rehabilitation, Makaua Stream Bridge) and OS62 (Kamehameha Highway, Safety Improvements, Kahekili Highway to Vicinity of Waikane Valley Road) were being deleted. Director Fuchigami responded that scheduling of funding for projects in the TIP is a big challenge, since the projects are fluid; there are many types of delays that can occur along the way. He would check on this and get back to Ms. Anixt.
- Michael Golojuch (CAC, Palehua Townhouses) stated that he was unhappy about the delay in project OS22.

Councilmember Fukunaga asked that, in the future, reasons for delays be provided prior to the next meeting. This would help the members provide the most up-to-date information to their communities and constituents.

Vice Chair Harimoto moved and Councilmember Pine seconded that the FFYs 2011-2014 TIP Revision #30 be approved.

Representative Har stated that she cannot accept the approval of this revision without the agency’s explanation for the delays, so she would be voting against the motion.

The motion was carried with seven in favor of and one opposed to the motion.

Chair Espero asked Director Fuchigami to follow-up on the request to provide the members with up-to-date information. Director Fuchigami responded that he would follow-up on this.

III. CONSIDER FINAL DRAFT FFYS 2015-2018 TIP

[Handout(s): FFYs 2015, 2016, 2017, and 2018 Transportation Improvement Program (TIP) Draft, May 2014; Public Review Comment Summary; Intergovernmental Review Comment Summary]

Director Gibson gave a presentation on the FFYs 2015-2018 TIP. He went over the technical analysis of the projects – congestion management process, Title VI and Environmental Justice (T6/EJ) analysis, and project evaluations – the public review comments, and the intergovernmental review comments.

Councilmember Pine asked about the difference in cost estimates for project OC7 (Makakilo Drive (Route 8810) Extension); \$46 million is currently shown in the TIP, but was previously estimated at \$85 million. Department of Transportation Services (DTS) Director Michael Formby responded that this project is currently in the early stages of Phase I Design; design dictates costs, so no one currently knows what the actual cost will be. His goal is to restrain the design as much as possible, so that the City can afford to implement it. Following Phase I Design, there will be Phase II Design, then Construction.

In response to Chair Espero, Director Formby stated that the phases are related to the budget – \$3 million in local funds for each design phase. He noted that it is not an easy design.

Vice Chair Harimoto asked about the status of project OS19 (Interstate Route H-1, PM Contraflow, Westbound, Waiawa Interchange Improvements, Phase I). Director Fuchigami responded that this is a value engineering project. Part of this project is the restriping of lanes in the area to create an additional westbound lane; DOT is doing the restriping, then they will examine the flow of traffic. DOT is still evaluating what is more fiscally sound – spending \$2.5 to \$3 million to create a zipper lane that will take away two eastbound lanes, will be available 3 hours a day, and will need funds to operate and maintain versus having an additional lane (via restriping) that is available 24/7 and has no operating and maintenance costs. DOT still needs to get information to Federal Highway Administration (FHWA) to get their concurrence once DOT decides how to move forward; this will probably occur within the next 3 months or so. Director Fuchigami noted that this project should have been named differently.

Vice Chair Harimoto asked about project OS43 (Leeward Bikeway, Phase II, Hawaiian Railway Society (HRS) Train Station to Lualualei Naval Road). Director Fuchigami stated that DOT has run into historical problems with that project, so the entire project – Phases I and II – is delayed. Phase II involved building a secondary bridge without touching the existing bridge. DOT tried to communicate with HRS, so that everyone would be on the same page. However, there was some miscommunication, so they are working on that. The decision to move forward will be based on DOT's negotiations with HRS. He also noted that DOT talked about some of this at the Kapolei Neighborhood Board meeting.

In response to Chair Espero and Representative Har, regarding project OS19, Director Fuchigami stated that there needs to be an evaluation of the project's long-term maintenance, having only

one entrance to contraflow lane, and losing two eastbound lanes in the evening; this is significant. The project must be substantiated to FHWA, or it can't be done.

Chair Espero stated the frustration from himself, his colleagues, and the public that they are not satisfied with some of the decisions (including the pace of projects) made by DOT and DTS.

Representative Har stated that the goal is to take more cars off the road. Director Fuchigami responded that, once there is the additional lane (project OS19), the high-occupancy vehicle (HOV) lane requirement may be tightened up from two to three people. Representative Har stated that the zipper lane is more reliable and enforceable than a carpool lane.

Vice Chair Harimoto moved and Councilmember Kymerly Pine seconded to approve the FFYs 2015-2018 TIP.

Testimony

- Frank Genadio (CAC, Neighborhood Board (NB) #34 Makakilo/Kapolei/Honokai Hale) spoke in support of project OC7 and moving the FFYs 2016 funds for design to FFYs 2015.
- John Steelquist (CAC, NB #10 Makiki/Lower Punchbowl/Tantalus) stated that DOT and DTS had previously told NB #10 that the morning closure of the Vineyard off-ramp would stop when the restriping of H-1 in that area was complete. However, now that it's complete, the off-ramp is still closed in the morning. He requested that the morning closure of the off-ramp be stopped, as it is still causing massive traffic congestion in the morning.
- Caterine Picardo (resident) stated that the Complete Streets information is missing for the projects in the TIP. She asked that this information be included in the TIP. Director Formby responded that the City has an ordinance that requires the City to consider Complete Streets improvements anytime an infrastructure project is done. The design of the checklist has been completed. The City goes through a process of identifying what was considered and what was actually decided to be improved versus what was not, and why not. This is filed with the City Clerk and with each respective department; this information is public. Director Formby noted that DTS has a Complete Streets project right now where they will identify 20 locations using objective criteria. The 20 locations will then be ranked and funding will be programmed. It's an ongoing, iterative process. They are trying to catch up with the past, plus start a new process. In response to Ms. Picardo, Director Formby stated that, the best way to get specific information is to work through the departments.
- Daniel Alexander (CAC, Hawaii Bicycling League) stated the following:
 - There should be information regarding Complete Streets in the TIP document.
 - There are 30 projects in the TIP that are included in Bike Plan Hawaii and Oahu Bike Plan; for 23 of them, there is no information included on whether the improvements in the bike plans are included in those projects. That information should be included in the TIP.
 - There's \$3.64 million for the Transportation Alternatives Program (TAP). However, the program has yet to be setup. This program should be put in place as quickly as possible, so the funds can be used.
 - Leeward Bikeway requested that funds for this project from earlier years be kept in their earlier years, so that funds will be ready to use for the project when it is ready-to-go.

In response to Chair Espero, Director Formby stated that DTS supports the Complete Streets ordinance. They have been aggressive in making sure they have the process in place and that City agencies go through that process of considering Complete Streets improvements; there is an obvious cost with doing that. He stated that he believes that that is something done at the design stage in the department at an administrative level. It is not something that one could expect to be a policy discussion at this Committee, beyond just saying that the Committee endorses Complete Streets improvements. He stated that the goal is for the administrations at the State and City to do their best to implement it. But he did not think that it's up to the Policy Committee to start looking at the details. OahuMPO could get the buy-in from the departments; and that's who they would work with to get these things done. If you want something, you need to advocate to the department (to the Director and the engineers).

Director Fuchigami stated that DOT supports Complete Streets and believes that the TAP is important. Director Gibson noted that OahuMPO staff has been working with DOT, DTS, and Honolulu Authority for Rapid Transportation (HART) on defining the TAP. The Committee members will be receiving the draft TAP for their review and comment.

- Ben Shafer (Kahana Bay resident) stated that there is only one way into and one way out of Waihole-Waikane; that needs to be fixed. He also supports alternatives such as bikeways.

Councilmember Fukunaga stated that the Lunalilo On-Ramp project is no longer in the TIP. She did not learn about it until it had already been deleted from the illustrative list in December 2013. She requested that the Policy Committee be informed of projects in their areas that are going forward or are being removed.

A vote was taken. The motion was carried with a unanimous vote in favor of the motion, including a vote from Representative Har in favor but with reservations.

IV. CAC HIGHLIGHTS

Citizen Advisory Committee (CAC) Chair Michael Golojuch reported the highlights of the last CAC meeting.

V. OTHER BUSINESS (ANNOUNCEMENTS ONLY)

Chair Espero stated that the members will be given a copy the draft Certification Review report for their review and comment. It will be discussed at the September meeting. A mainland representative(s) from the federal government may be present. Director Gibson stated that the comments are due the September 25; they should be sent to the OahuMPO for compilation. Elizabeth Fischer stated that comments should only be made about factual misstatements. This review draft is not currently available to the public.

There being no other business, the meeting was adjourned at 12:18 p.m.