Meeting Summary of the
Oahu Metropolitan Planning Organization

TECHNICAL ADVISORY COMMITTEE

Monday, February 3, 2014, 9:00 a.m.
Department of Transportation Fifth Floor Conference Room
869 Punchbowl Street, Honolulu, Hawaii

Members Present:

Brian Suzuki, Chair	DTS	Kathy Sokugawa	DPP
Ken Tatsuguchi, Vice Chair	DOT	Gordon Wong, ex officio	FAA
Rodney Funakoshi	DBEDT-OP	Elizabeth Fischer, ex officio	FHWA
Dean Nakagawa	DOT	A. Ricardo Archilla, ex officio	UH
Randolph Hara	DPP		

Members Absent: Eugene Tian (DBEDT), Eileen Mark (DTS), FTA ex officio (vacant), Gareth Sakakida, ex officio (HTA)

Guests Present: Marlene Young (DOT), Mike Watkins (DPP), Morgana Lasco (DTS), Virginia Sosh (DTS), Ryan Tam (HART)

OahuMPO Staff Present: Brian Gibson, Lynne Kong, Randolph Sykes, and Pamela Toyooka

The meeting was called to order at 9:02 a.m. by Chair Ken Tatsuguchi. A quorum was present. Everyone introduced themselves.

I. APPROVAL OF THE DECEMBER 2, 2013 MEETING MINUTES

Chair Tatsuguchi noted that there were two corrections to the Members Present listing of the December 2, 2013 minutes – 1) "Kathy Sokugawa" should replace "Randolph Hara"; and 2) Steve Young's agency should be "DPP" rather than "DTS".

Rodney Funakoshi moved and Vice Chair Brian Suzuki seconded that the December 2, 2013 meeting minutes be approved as corrected.

Elizabeth Fischer noted the discussion regarding the OWP at the last TAC meeting. Ms. Fischer stated that she would meet with the past and present TAC Chairs and the OahuMPO Executive Director to clarify and clear up points (regarding federal regulation and statutory requirements); then she will follow-up with points of clarification at another TAC meeting.

A vote was taken on the motion. The motion was unanimously carried.

Ryan Tam introduced himself.

II. ELECTION OF CHAIR AND VICE CHAIR FOR 2014

Dean Nakagawa nominated Brian Suzuki for office of Chair and Ken Tatsuguchi for office of Vice Chair. Mr. Funakoshi seconded the nominations.

Ms. Fischer questioned why the TAC officers are always from the Department of Transportation (DOT) and the Department of Transportation Services (DTS). Mr. Gibson added that nothing in the Comprehensive Agreement or the TAC Rules of Procedure requires this. Mr. Funakoshi stated that it make the most sense to have DOT and DTS as Chair and Vice Chair. Because of the workings of OMPO, it would most directly affect those two agencies DOT (Highways (HWYS), in particular) and DTS. Ms. Sokugawa stated that she echoed Mr. Funakoshi's sentiments. Ms. Fischer stated that the Federal DOT does strongly support the integration of land use and transport planning, looking at the bigger picture for the good of the whole. Mr. Funakoshi responded that that's why TAC membership is well-represented with planning staff from the County and the State. Ms. Fischer agreed. Mr. Nakagawa stated that, from a planning standpoint, the Chairs and Vice Chairs that TAC has had from DOT and DTS have been very respectful of our – DOT Statewide Transportation Planning, as well as DPP – positions. The members have always had an opportunity to bring up what they felt from a planning perspective. So, unless the characteristics or personalities change, he would have no qualms with having DOT and DTS continue to serve as Chair and Vice Chair. Chair Tatsuguchi stated that, historically, it's been DTS and someone from DOT-HWYS, since they are the cooperating agencies in the process as well as the implementing agencies. The TAC has a well-rounded group. It's a good discussion item, but it's okay for now. Ms. Fischer thanked the members for their clarification.

Mr. Funakoshi moved and Ms. Sokugawa seconded that the nominations be closed. The nominations were closed. Mr. Suzuki and Mr. Tatsuguchi were elected as Chair and Vice Chair, respectively, by acclamation.

Mr. Suzuki assumed the position of Chair. Mr. Tatsuguchi assumed the position of Vice Chair.

III. CONSIDER FFYS 2011-2014 TIP REVISION #28

[Handout(s): Federal Fiscal Years (FFYs) 2011-2014 Transportation Improvement Program (TIP) Draft Revision #28, Amendment]

OahuMPO Executive Director Brian Gibson gave a presentation on the draft Revision #28 to the FFYs 2011-2014 TIP, which includes seven proposed project deletions, three proposed project additions, and a proposed significant funding increase for one project. Mr. Gibson stated that each project is consistent with the Oahu Regional Transportation Plan (ORTP) 2035, is consistent with the Oahu Regional Intelligent Transportation System Architecture, is ready-to-go, has local matches that are reasonably expected at the time of obligation, and addresses at least one Moving Ahead for Progress in the 21st Century Act planning factor. Mr. Gibson went over the Project Evaluations for the system preservation projects and the modernization projects, and the Title VI and Environmental Justice analysis, as well as the intergovernmental review comments. The TIP is fiscally constrained as of Revision #28.

Vice Chair Tatsuguchi moved and Mr. Funakoshi seconded that TAC recommend approval of draft Revision #28 to the FFYs 2011-2014 TIP to the Policy Committee. The motion was unanimously carried.

IV. CONSIDER INITIAL DRAFT FYS 2015-2016 OWP

[Handout(s): Initial Draft FYs 2015 & 2016 Overall Work Program (OWP)]

Mr. Gibson gave a presentation on the initial draft FYs 2015-2016 OWP, including a list of proposed planning studies.

With regard to the spending down of old monies that come from reserves, Ms. Fischer stated that it behooves OahuMPO to document this in the OWP. It would address concerns of how the document can be fiscally constrained if it doesn't show where those monies came from. Transparency is critically important. Mr. Gibson responded, like the annual reports, he plans to include a chart that would show the remaining balances by year for each work element. There are monies going back probably four or five years. Language would be included to say that OahuMPO basically spends down the old money first.

Vice Chair Tatsuguchi questioned why the 5303 PL funds in the document are high. Mr. Gibson responded that he tries to be conservative and keeps the numbers a little higher; he would rather end up with more money rather than less.

Regarding the 5303 PL funds, Vice Chair Tatsuguchi asked who determines the distribution of those funds between the Oahu and the Maui MPOs, since there is no exact formula. Ms. Fischer responded that, when there are multiple MPOs in a state, the MPOs and the state meet and come to an agreement on how the funds will be split. In response to Mr. Funakoshi, Ms. Fischer stated that the Maui MPO is a small MPO; they're not a Transportation Management Area. There are a different set of higher rules and expectations for Oahu than there will be for Maui.

Vice Chair Tatsuguchi stated that an item of discussion among the MPO and the cooperating agencies should be to state their priorities regarding transportation planning. There are not enough staff and funds within the agencies and OahuMPO to do all the studies that are requested. They need to look at a longer timeline in terms of what their priorities should be. Ms. Fischer agreed. Ms. Fischer stated that Vice Chair Tatsuguchi's point of coordination and collaboration is what the MPO is all about. The MPO needs to coordinate all the needs of all the formal project-level partner agencies. Mr. Gibson stated that, after all the project suggestions are received, the City and the State individually decide which projects they do and do not support or do and do not have funds for. In the future, he would like to see more collective priority discussions and decision-making.

In response to Mr. Funakoshi, Mr. Gibson stated that the ORTP is part of the prioritization process for the OWP. If a project is in the ORTP, then it helps boost its priority in the OWP.

In response to Mr. Funakoshi, Mr. Gibson stated that the OahuMPO Policy Committee can, but does not currently, recommend projects for the OWP. It's basically a function of the way things have been done in the past. Ms. Fischer stated that the federal expectation of the MPO is to be a part of the project prioritization.

Mr. Funakoshi requested a timeline be given to the member when there is a discussion on a document, so the members can get their bearings and know where they are in relation to the entire process. Chair Suzuki agreed that this would help. He also requested that a calendar be provided.

Ms. Sokugawa stated that part of the issue is that the TAC doesn't meet often enough. It's not a regular rhythmic kind of discussion opportunity. It's just decision-making.

Vice Chair Tatsuguchi stated that, at the planning input session with FHWA, they mentioned that the MPO and agencies could add additional meetings that don't require a full TAC meeting. According to the Federal regulations, the cooperating agencies should be consulted initially in the building of the OWP; that's part of the requirements for the OWP; it would be useful to have these meetings. We could meet more as cooperating agencies, and not as much in the TAC arena. There could be discussions on each agencies priorities and what areas should be focused on first. Chair Suzuki stated that the TAC could have subcommittees and/or working groups; the meetings wouldn't be formal like the TAC meetings.

Mr. Gibson stated that he liked Ms. Sokugawa's idea of holding TAC meetings more frequently.

Chair Suzuki stated that he would like an OWP working subcommittee that would meet on a periodic basis. Ms. Fischer agreed with this direction.

V. UPDATE ON OAHU REGIONAL TRANSPORTATION PLAN 2040 DEVELOPMENT

Randolph Sykes gave an informational presentation to give TAC an update on the ORTP 2040 development.

Ms. Fischer asked for an estimated timeframe for the land use data from Department of Planning and Permitting (DPP). Mr. Sykes responded that DPP needs the help of a consultant; however, the funds for that project have not been obligated, so he was not sure when that would occur.

Vice Chair Tatsuguchi asked if the Dynamic Traffic Assignment (DTA) travel time data is going to be available. Ms. Sykes responded in the affirmative. In response to Vice Chair Tatsuguchi, Mr. Sykes stated that the data would be the entire network, all 764 traffic analysis zones (TAZs). Mr. Gibson clarified that not every road would be included. In response to Vice Chair Tatsuguchi, Mr. Gibson stated that they would look at the average work day. Mr. Sykes added that it is also calibrated to the AM peak period. Mr. Gibson clarified that it's not calibrated to the PM peak period.

Dr. A. Ricardo Archilla asked about using a planning model, as opposed to going into a micro-simulation model to determine travel times. Mr. Gibson responded that the four-step model that OahuMPO uses looks at where trips are generated and where they're attracted to, and uses a transportation network to assign those trips. It's not quite smart enough to figure out, for example, if there's a lot of congestion or that there's a delay that's going to affect travel time. It is not as sophisticated as the simulation model Dr. Archilla was talking about, which is

extremely expensive and data hungry. DTA is somewhat of an interim step. DTA tries to account for delay as a result of congestion on the roads. There is a question of whether DTA will actually give OahuMPO better results or not. It's important not only for the ORTP, but it's important for the Congestion Management Process (CMP) as well, because it's the same model. If OahuMPO is not getting good, reliable travel times out of the CMP, then we've really got problems; it'll be an important issue. Dr. Archilla stated that he was not talking about the micro-simulation models, the ones that are trying to predict what routes you're going to choose. In the planning models, it gives you the flow rates, how many are coming in these on-ramps and off-ramps, and so on; what's going to happen. They're not as expensive as the micro-simulation models.

In response to Dr. Archilla, Mr. Gibson stated that INRIX or TomTom are additional datasets that can be used to get reliable travel time information for use in the four-step model.

In response to Mr. Funakoshi, Mr. Sykes stated that, for the ORTP 2040, certain tasks will be done in-house and certain tasks will be done via consultants.

V. OTHER BUSINESS (Announcements Only)

Chair Suzuki stated that he would like to pursue the creation of an OWP subcommittee.

There being no other business, the meeting was adjourned at 10:20 a.m.