

Minutes of the
Oahu Metropolitan Planning Organization

CITIZEN ADVISORY COMMITTEE
Wednesday, March 16, 2016 at 3:30 p.m.

Honolulu Hale, Room 301
530 South King Street, Honolulu, Hawaii

Attendance

Member organization	Present?	Represented by	Absent?
AARP	X	John Goody	
American Planning Association	X	John Valera	
American Society of Civil Engineers	X	Laura Karamatsu	
Beautiful Honolulu Foundation			X
Castle and Cook Homes Hawaii	X	Laura Kodama	
Citizens for a Fair ADA ride	X	Rose Pou	
Committee for Balanced Transportation			X
E Noa Corporation	X	Tom Dinell	
Gentry Homes, Ltd.	X	Deb Luning	
Hawaii Association of the Blind			X
Hawaii Bicycling League	X	Daniel Alexander	
Hawaii Teamsters / Allied Workers, Local 996	X	Wayne Kaululaau	
Hui Kupuna VIP			X
Hunt Companies			X
Institute of Transportation Engineers	X	Robert Nehmad	
Kaaawa Community Association	X	Andrea Anixt	
Land Use Research Foundation of Hawaii			X
League of Women Voters			X
Mestizo Association			X
NB#01 Hawaii Kai	X	Herb Schreiner	
NB#02 Kuliouou-Kalani Iki	X	Linda Starr	
NB#03 Waialae-Kahala	X	Les Fukuda	
NB#05 Diamond Head-Kapahulu	X	Bert Narita Barbra Armentrout	
NB#07 Manoa			X
NB#08 McCully-Moilili			X
NB#09 Waikiki			X
NB#10 Makiki-Lower Punchbowl-Tantalus	X	Charles Carole	
NB#11 Ala Moana-Kakaako	X	William J. Ammons	
NB#13 Downtown			X
NB#14 Liliha-Puunui-Alewa-Kamehameha Hts.	X	Brandon Mitsuda	
NB#15 Kalihi Palama			X

Member organization	Present?	Represented by	Absent?
NB#18 - Aliamanu - Salt Lake			X
NB#21 Pearl City			X
NB#22 Waipahu			X
NB#23 Ewa	X	Rodney Boucher	
NB#24 Waianae Coast			X
NB#25 Mililani-Waipio-Melemanu	X	Elise Carmody	
NB#26 Wahiawa	X	Joe Francher	
NB#29 Kahaluu	X	Ken LeVasseur	
NB#34 Makakilo-Kapolei Honokai Hale	X	Frank Genadio	
NB#35 Mililani Mauka-Launani Valley	X	Steven Melendrez	
NB#36 Nanakuli-Maili	X	Richard Landford	
North Shore Chamber of Commerce	X	Ed Korybski	
Pacific Resource Partnership	X	Paul Migliorato	
Palehua Townhouses			X
Waikiki Resident's Association	X	Daisy Murai	

Guests	Jan Bappe, Janet Inamine, Tiffany Patrick (MCB Hawaii), Michael Murphy (DTS), Cruz Vina (NB#21 resident), Shirley Landford (NB#36 resident), Jesse Souki (HART), Ryan Tam (HART), Chris Takeshige (HART), Al Frenzel
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OahuMPO staff present	Brian Gibson, Mike Galizio, Taylor Ellis, Amy Ford-Wagner
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Meeting was properly noticed in accordance with State law.

Chair Joseph Magaldi called the meeting to order at 3:32 p.m. and asked all attendees to introduce themselves.

FOR DISCUSSION:

1. HONOLULU RAIL TRANSIT PROJECT PROGRESS

Dan Grabauskas , Executive Director & CEO of the Honolulu Authority for Rapid Transportation (HART), presented an update on the Honolulu Rail Transit Project. A copy of the presentation can be viewed here: <http://www.oahumpo.org/wp-content/uploads/2013/07/OahuMPO-3.16.16-FINAL.pdf>

At the conclusion of the presentation, Mr. Grabauskas answered questions from CAC member representatives:

- Linda Starr: Mentioning that she is mobility-disabled, and has been observing the rail project since its earliest concepts in the 1970s, Ms. Starr feels that the project is minimally compliant with the 1990 Americans with Disabilities Act (ADA) regulations and not at all compliant with the 2008 ADA Amendments. She mentioned that all people with wheels (i.e., wheelchairs, rolling

suitcases, strollers, bicycles) will benefit from good, ADA-compliant design. She was also concerned about emergency evacuation from such an elevated system.

- Mr. Grabauskas mentioned that the system is designed with a backup power generation so that, even in an island-wide blackout, the train will not be stuck between stations. There are also other backup emergency evacuation procedures, such as the use of manual evacuation via a wheeled cart system on the track; and using following train cars to push a stuck train to the next station.
- In addition, HART runs emergency drills and appreciates the participation of citizens with disabilities in these drills so that they are as realistic as possible.
- Mr. Grabauskas would be happy to sit down with Ms. Starr to go over ADA standards and any particular concerns. Mr. Grabauskas agrees that the goal is not minimal compliance; he believes in designing for people of all abilities because it benefits everyone. It is also a benefit to have redundant systems (e.g., escalators and elevators).
- Cruz Vina: Mr. Vina presented Mr. Grabauskas with a crystal ball to help with cost estimates.
- Daisy Murai: Ms. Murai observed that there is a lot of room for standing passengers and not many seats; she is concerned that elderly passengers will not have time to board and get to a seat. She asked if there should be designated bike/surf board cars?
 - Mr. Grabauskas responded that once the system is operating, system rules may need to be established. In addition, the number of seats has been increased by 20% in response to public input. He noted that the rail will be an “open gangway” system where passengers can walk all the way through the train and disperse even throughout the train. (He mentioned that this will be the first time this type of system is used in the United States, although it is more common in Europe.)
 - In addition, the system will run with 4-car trains, resulting in more doors being available for boarding (compared to a 2-car train system), likely with designated boarding areas.
- Rodney Boucher: Mr. Boucher recommended that HART get involved with the statewide hurricane preparedness exercise, Makani Pahili (“strong wind”), taking place in July 2016. It is a good way to be involved with many emergency preparedness organizations such as Red Cross, Emergency Services, etc.
 - Mr. Souki stated that he would look into participating, and was familiar with the exercise from his previous tenure at the Department of Land & Natural Resources.
 - Mr. Grabauskas added that HART is required by Federal law to do two full-scale safety drills before opening and annual drills after that. He encourages CAC member representatives to participate.
- Charles Carole: Mr. Carole noted that several stations and TOD areas are in flood-prone areas and asked how HART is addressing this. bout sea level rise
 - Mr. Grabauskas and Mr. Tam responded that the train line itself is elevated and the one station, Waipahu, Dan: train is elevated. Waipahu station (the only one in the flood zone right now) is designed to keep the station and elevators out of the flood zone.
- Herb Schreiner: Mr. Schreiner asked about park-and-ride lots and about extensions to the rail line.
 - Mr. Tam responded that extensions to Waikiki, UH Manoa, and West Kapolei were included in the Locally Preferred Alternative and are included in the ORTP 2040 illustrative plans. There is currently no funding for those extensions but they would like to do studies in the future as well as other studies. Regarding park-and-ride lots, Mr. Tam noted that the Environmental Impact Statement (EIS) assumes about 4,000 parking stalls, mainly on west side of the line, including parking structures at the Pearl Highlands, UH West Oahu, and East Kapolei stations, as well as at Aloha Stadium; HART is still working with developers to implement these and identify additional parking solutions, including how to address spillover parking (where passengers park in

neighborhoods near stations). HART is also looking at passengers accessing the rail stations by walking or taking the bus.

- Al Frenzel: Mr. Frenzel noted that the presentation said that 40,000 vehicles will be taken off the road daily, but he wonders whether that is accurate.
 - Mr. Tam responded that this 40,000-vehicles number is back-calculated from vehicle miles traveled calculations in the EIS, which are based on a 2030 forecast year.
- Steven Melendrez: Mr. Melendrez asks whether a copy of the Quality Assurance Program Plan can be made available? He notes that this is an engineering document which lays out factors that go into the cost of maintenance.
 - Mr. Tam responds that they have a QAP (Quality Assurance Plan), which is federally required.
 - ACTION: Amy will follow up to request a copy of the Quality Assurance Program Plan.
- Les Fukuda: Mr. Fukuda notes that Wahiawa Stream is one of the most flood-prone streams on Oahu. As a result, Kamehameha Highway (in the vicinity of the future Pearl Highlands station/parking garage) is regularly underwater. He is concerned that Kamehameha Highway has been further lowered by construction work, which will exacerbate flood conditions. In addition, he is concerned about access to/from Pearl Highlands Station via Kamehameha Highway.
 - Mr. Souki and Mr. Tam noted that the project is compliant with all Army Corps of Engineers (ACOE) permits for this work, and that the design reflects studies of flooding conditions.
- Frank Genadio: Mr. Genadio asked why the rail cars were shipped from San Diego rather than from the San Francisco Bay Area, where they were put together?
 - Mr. Takeshige answered that it was actually cheaper to ship from San Diego (even after trucking the rail cars from the Bay Area to San Diego).
- Natalie Iwasa: Ms. Iwasa asked about the new traffic signal poles that will be installed at intersections where the rail is present; they which appear to be much larger than the existing traffic signal poles. Sidewalks are already very narrow and barely ADA-compliant; how can the larger poles be installed and still maintain ADA compliance for sidewalks?
 - Mr. Takeshige: All designs have to be ADA compliant (which includes a review by the Disability and Communication Access Board (DCAB)); therefore, those areas with the new poles will be widened. In Mr. Takeshige's opinion, the sidewalks will be better than they were before (they will have ADA-compliant ramps, for example) because the new sidewalks are being built under newer, stricter ADA regulations. In response to Ms. Iwasa's follow-up question, Mr. Takeshige confirmed that the change order for the traffic signals includes the cost of ADA-compliant sidewalks.
- A final question was asked about Pearl Highlands station, which will be a key point of access for Central Oahu residents.
 - Mr. Takeshige responded that traffic studies indicated that 1,600 parking stalls would be needed at that station, along with connectivity to neighboring residential areas in Waipio, Millilani, and Wahiawa. HART is also working with TheBus planners and operators to change bus routing in the central corridor to get to the Pearl Highlands station. There will also be a direct ramp from H2 to the parking garage.

2. APPROVAL OF THE FEBRUARY 24, 2016 MEETING MINUTES

The minutes for the February 24, 2016 CAC meeting were approved **with no corrections or objections.**

3. BYLAWS SUBCOMMITTEE

Chair Magaldi announced the formation of a Bylaws Subcommittee, with John Goody as subcommittee chair. Mr. Goody envisions that the Bylaws Subcommittee will interact generally on-line, with two to three meetings at the most in order to put together recommendations. The purpose is simply to update the Bylaws, since they were last updated in 2011.

The following people volunteered to become part of the Bylaws Subcommittee: Steven Melendrez, Frank Genadio, Joe Magaldi, Andrea Anixt

4. OAHUMPO MEETING HIGHLIGHTS

Amy Ford-Wagner summarized recent meetings of the Policy Board and the Technical Advisory Committee:

- Policy Board: At their January 26th meeting, the Policy Board elected new officers. Rep. Ryan Yamane is now Chair, and Councilmember Brandon Elefante is now Vice Chair. The Policy Board also approved the Transportation Alternatives Program (TAP) Project Prioritization for public review. At their February 24 meeting, the Policy Board approved the ORTP 2040 and OWP for public review. The next Policy Board meeting is April 13.
- Technical Advisory Committee: On February 12, the TAC discussed the OWP and the ORTP 2040. The next TAC meeting is April 8.

5. ORTP 2040 COMMENTS

OahuMPO Executive Director Brian Gibson thanked CAC member representatives for submitting comments to the ORTP 2040. OahuMPO staff will document and respond to those comments – how we changed the document or why we couldn't change the document. The ORTP 2040 goes to the Policy Board for approval on April 13th.

Al Frenzel protested that the CAC did not receive much time to consider the document, especially given its importance. Mr. Frenzel felt the CAC should extend the meeting or meet again, as well as form a subcommittee to review the illustrative projects.

Daniel Alexander noted that the ORTP 2040 is on a particularly compressed timeline due to federal regulation requiring its completion by April 2016, and Mr. Gibson confirmed this.

6. ANNOUNCEMENTS

There were no announcements.

7. OTHER BUSINESS

A. RESOLUTION TO REQUEST NON-VOTING SEAT ON CAC

Vice Chair Dinell noted that it has been one year since the CAC had requested to become a voting member of the Policy Committee (as it was known at the time). At that time, the discussion was that the CAC could be made a non-voting member of the Policy Committee in the future. However, the new Policy Board has taken no action in this regard.

Tom motioned to request that the new Policy Board make the CAC a non-voting member of the Policy Board. Joe Francher seconded the motion.

Steven Melendrez called for discussion.

- Ken LeVasseur noted that the Policy Board is a new body; the CAC should now ask to become a voting member.
- Mr. Gibson explained that becoming a non-voting member requires a majority of Policy Board member to vote yes; while getting voting status requires change to the Comprehensive Agreement, which is signed by the Chair and the Governor.
- CAC members noted that becoming a non-voting member does not preclude becoming a voting member in the future.

The motion passed unanimously.

The regular meeting was adjourned at 4:33 pm.

8. MEETING OF THE BYLAWS SUBCOMMITTEE

The Bylaws Subcommittee met briefly following the regular meeting.

OahuMPO staff will set up a webpage where the Bylaws Subcommittee can review materials and provide comments. The Existing bylaws and Chapter 92 will be posted along with other materials as needed.

Subcommittee members should review the current bylaws and Chapter 92 and note where they think changes may be required. In other words, the task is to identify issues, not to begin editing the Bylaws document right away. The Subcommittee will meet for 30 minutes following the CAC meeting.

Written by: Amy Ford-Wagner
Reviewed by: Brian Gibson, Mike Galizio, Taylor Ellis