
From: Rep. Rida Cabanilla
To: R. Scott Belford
CC: Brennon.Morioka@hawaii.gov; barry.fukunaga@hawaii.gov; Kaku, Melvin N; Hamayasu, Toru; Gordon Lum
Sent: 8/14/2007 1:41:47 PM
Subject: Request for action at OMPO CAC 8.15.2007

Aloha Scott Belford, OMPO CAC Representative for the Ewa Neighborhood Board #23,

This is a question from Tom Berg, office manager to State Representative Rida Cabanilla and a member of the Ewa Neighborhood Board in which such question pasted below has been passed on to the OMPO CAC representative for the Ewa Neighborhood Board, Mr. Scott Belford to read:

Dear Citizen Advisory Committee Members, please consider taking action to request from both the State and City transportation departments, an answer to the following question:

Does the City and County of Honolulu have the authority to charge a toll on State thoroughfares and newly created express lanes that are within the State's right of way? If not, how was the City going to implement the managed lane or HOT concept along State thoroughfares such as Kamehameha and Farrington Highways or even above the H-1 freeway if the City was unable to charge a toll on State thoroughfares to begin with?

Please refer to article published in the Minneapolis Star and Tribune pasted below that may reveal a condition whereby that the State of Hawaii was prohibited from competing for the traffic grant offered by the Federal Government as was awarded to Minnesota in the amount of \$133 million dollars for enhanced bus service due to the State of Hawaii prohibiting such activity (tolling) on its State roads. So long as HB70 HD 3 and bills like it are not passed, grant monies that are available to the State of Hawaii for traffic measures that involve tolling are not able to be received or executed by the State. Is this an accurate statement?

If on the other hand, the City has the authority to collect a toll on State roads, did the City compete for the same traffic grant monies that was awarded to Minnesota? Thank you for your consideration.

State wins federal traffic grant

Minnesota has won a \$133 million federal grant to open toll transit lanes on Interstate Hwy. 35W from Minneapolis to Lakeville, as well as reconfigure some downtown Minneapolis streets for better bus service, Mayor R.T. Rybak said Tuesday.

By [Laurie Blake](#), Star Tribune

Last update: August 14, 2007

Minnesota has won a \$133 million federal grant to open toll transit lanes on Interstate Hwy. 35W from Minneapolis to Lakeville, as well as reconfigure some downtown Minneapolis streets for better bus service, Mayor R.T. Rybak said Tuesday.

In an arrangement familiar to commuters on Interstate Hwy. 394, **the state will outfit the existing carpool-bus lanes in Burnsville, Bloomington and Richfield with electronic toll collection and extend the lanes into Minneapolis and Lakeville by widening the freeway shoulders.**

"I believe this is one of the most significant transit improvements we've had in this region for many years," Rybak said. "It will make it possible for us to realize our vision of a dedicated bus rapid transit from Lakeville into the heart of downtown Minneapolis allowing transit riders to get to work significantly faster than people driving alone in a car."

Rybak said he lobbied heavily for the money in Washington D.C. before the Interstate Hwy. 35W bridge collapse on Aug. 1. The federal funding will pay for the complete rebuilding of Marquette and 2nd Avenues through downtown to widen sidewalks, enhance bus stops and create two bus lanes on each street, Rybak said.

"Right now it sometimes takes as long to get through downtown as it does to get to downtown and this will dramatically reshape that," Rybak said.

The changes on 2nd and Marquette will make it possible to remove most buses from Nicollet Mall and leave Nicollet with only low-emission hybrid buses and bikes, he said. "The net result will be an

extraordinarily important improvement in transit that will affect riders from every part of the region."

The streets must be rebuilt by the end of 2009.

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Your favorable consideration Mr. Belford to pose this question at the OMPO CAC meeting being conducted tomorrow would be appreciated. Since the letter regarding the scheduling of HB70 HD3 is on the agenda, CAC members should be apprised of the necessity- or the millions in federal traffic grants that Hawaii loses out on each fiscal cycle due to Hawaii refusing to permit tolling by the State DOT. Every time the federal government gives away \$133 million dollars for traffic congestion that involves tolling, our state cannot compete for this money and implement traffic relief for both buses and cars on Hawaii's roads.
Mahalo

Tom Berg
Ofc Mgr
Rep Cabanilla
586-6080

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NOTICE OF MEETING

Wednesday, August 15, 2007 - 3:30 p.m.

Mayor's Conference Room

Honolulu Hale, Room 301

530 South King Street, Honolulu, Hawaii

AGENDA

1. Approval of the July 18, 2007 Meeting Minutes

2. "Effective Solutions to Oahu's Traffic Congestion Problems"

- Panos D. Prevedouros, Ph.D., professor of Traffic and Transportation Engineering, at the Department of Civil and Environmental Engineering of the University of Hawaii at Manoa, will present information about Tampa, Florida's reversible expressway lanes.

3. CAC Action Regarding Public-Private Partnerships

- For Discussion and Action:

- *Motion #1 stated that the CAC address a letter to the Policy Committee reminding them of Federal guidelines that are in place regarding Public-Private Partnerships.*

- *Motion #2 stated that the CAC make a request of the Policy Committee to urge the Senate Transportation Committee to hold a hearing for House Bill number 70.*

4. OahuMPO Meeting Highlights

- A summary of the OahuMPO Policy Committee and Technical Advisory Committee meetings that have been held since the July 2007 CAC meeting will be given.

5. Announcements

*Transit access via TheBus Routes 1, 2, 3, 4, 9, 43, 52, 53, 54, 62 and CityExpress! Routes A, B, C; see www.thebus.org or call 848-5555 for route specifics and time table; pedestrian access from Punchbowl and King Streets; bicycle racks are available at Honolulu Hale. Wheelchair access is provided in front of Honolulu Hale, parallel to King Street. Take elevators inside Honolulu Hale to the 3rd floor. Automobile parking is available in the City & County of Honolulu parking lot at the Fasi Municipal Building (free after 4:00 p.m.); automobile entrances are located on Beretania & Alapai Streets. **Parking will not be validated.***

Participants who need special accommodations to participate at this meeting should call the OMPO office at 587-2015 at least three (3) business days prior to the meeting.