

INTERGOVERNMENTAL AND PUBLIC REVIEW COMMENTS ON REVISION #3 of the FFY 2022-2025 Transportation Improvement Program

The public and intergovernmental review period for the #3 Revision of the draft FFY 2022-2025 Transportation Improvement Program occurred from January 12- January 28, 2022.

Comment No.	Section and Page Number	Project/Study/Topic	Commenter	Comment	OahuMPO Response	Agency Response		Notes
						Hawaii Dept. of Transportation	City and County of Honolulu	
1	N/A	Missing Project - Makakilo Drive Extension	Frank Genadio	The Extension of Makakilo Drive has been in and out of the TIP for years. DTS must complete final design ASAP and enable construction funding in this TIP's first revision. The project involves both safety (as the community of 20,000 has a single access) and congestion management, requiring town-bound commuters to add anywhere from two to ten miles to their daily commute, with millions of gallons of gasoline unnecessarily consumed since the state opened the North-South Interchange on H-1 in January 2010. As long as the Chair of the Makakilo/Kapolei/Honokai Hale Neighborhood Board #34 and the Chair of its Transportation Committee (both Copied on this message) tolerate my presence on the committee, OMPD can count on my opposition to any new or revised TIP that does not program immediate completion of final design and a rapid start to construction of the Extension of Makakilo Drive.	N/A	N/A	The Makakilo Drive Extension Revised Environmental Assessment which will look at a Fill Option is currently not a priority project with DTS, HDOT, or FHWA. Current priority projects include Farrington Highway Widening and Salt Lake Boulevard Widening projects. When these two (2) priority projects are completed, the agencies will decide whether Makakilo Drive Extension should be put back in the STIP/TIP. The City intends to complete the Final Design phase after completion of a revised environmental assessment, if and when that occurs.	
2	N/A	Missing Project: Kam HWY	Andrea Anixit	The Ka'a'awa Community Association has concerns about the continuing lack of relevant projects to ensure the existence of State Route 83/ Kamehameha Highway from Kaneohe/Kahalu'u thru all the coastal towns to Haleiwa on the North Shore. This is the ONLY road for all residents and visitors, all emergency vehicles, delivery of all food and construction supplies, the buses for tourists and for getting keiki to schools and us all to doctors offices, and hospitals, businesses, etc. The Statewide Coastal Highway Program Report from 6/20/2019 gave a final prioritized list of the MOST vulnerable road portions in the entire state of Hawaii. The top 20 contained #3, #8, #9 and #10, they are in Ka'a'awa, Ka'a'awa, Kualoa and Kualoa to Ka'a'awa.Laniakea is #18. The East Side's sole road is being given rock piles along the ocean to temporarily slow the high wave erosion and otherwise is ignored essentially. The TIP does not reflect the years of the KCA asking for a Comprehensive study and Plan. Our homes, schools and businesses are completely at stake and much more vulnerable than other areas. The deleted or deferred projects for Ka'a'awa, Punalu'u, and Kualoa need to be done now!	N/A	There are a few current short term projects to address shoreline issues in the areas of interest. These projects are currently not intending to use federal aid, therefore are NOT listed in the STIP/Dahu TIP . There are two areas in the vicinity of Kaaawa where shoreline protection/mitigation work is currently being developed for construction, potentially later this year (2022) or next (2023). The first area is around Kaaawa Elementary School. The second area is around Kananelu Beach. Thirdly, HDOT is beginning a "Sand Saver" pilot project that could help address erosion issues along the shoreline. There are 2 locations identified on Oahu for this pilot project. The first is in the vicinity of Kualoa Ranch. The second will be in the vicinity of Waimanalo Beach Park. OST9 - Shoreline Protection/Mitigation Program, Various Locations on Oahu, is on the STIP/Dahu TIP and has two "Priority I" phases. Phase 1 and 2 are meant to more comprehensively address shoreline areas in the "Priority I" areas of Kaaawa, Kualoa, Hauula, and Punaluu along Kamehameha Highway. These shoreline protection/mitigation projects will be providing a longer term solution to the current ongoing shoreline issues. The STIP shows about \$20 million in construction for Phase 1 programmed for 2024, and another \$20 million for construction for Phase 2 in 2025. It is still the goal to meet those schedules for those projects.	The City's Departments of Facility and Maintenance, and Design and Construction (DDC) are responsible for the maintenance and reconstruction of the erosion for the City owned portion of Kamehameha Highway, respectively. Currently, DDC is looking at the erosion issue.	