

INTERGOVERNMENTAL AND PUBLIC REVIEW COMMENTS ON REVISION #6 of the FFY 2022-2025 Transportation Improvement Program

The public and intergovernmental review period for the #6 Revision of the draft FFY 2022-2025 Transportation Improvement Program occurred from May 10 - May 24, 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	
1a	page 23	OS-21-48 Kamehameha Highway (Route 83) Safety Improvements, Kukuna Road to Kahana Valley Road, MP 21.6-26.3	Andrea Anixt	Request to DELETE the project because 'scope to be picked up in ongoing IDIQ pavement project in the same area' (milepost 21.6 to 26.3). IDIQ not in abbreviations, so what is it? - The \$4,530,000 amount allocated to it to be deleted becomes how much specifically in IDIQ(?) within same mileposts? - \$ amount is added to IDIQ(?) on what chart?	NA	IDIQ = Indefinite Delivery/ Indefinite Quantity. The State uses these kinds of "open ended" contracts to carry out work quickly. A general scope and a funding limit is usually required for these contracts... For example, there could be an IDIQ contract to "design and implement guardrail improvement solutions on Oahu up to \$X million". The safety improvements that OS-21-48 would address should be covered in the pavement project. The cost to complete address those safety needs in the pavement project is unknown at this time, but is likely less as grouping scope (like buying in bulk) is generally cheaper. Funding for the pavement project under the IDIQ contract currently does not include federal funds and the scope is not regionally significant (the scope does not affect how traffic is modelled on Oahu), therefore it is not listed in the Oahu TIP. If the pavement project does end up being federalized, it would most likely show up under the OS1 line item in the Oahu TIP	NA	
1b	page 33	OS79 Shoreline Protection/Mitigation Program	Andrea Anixt	PRIORITY 1 looks promising to Ka'a'awa Community Association for the Ka'a'awa School being saved from our only through road (Route 83) eroding into the sea in 2023 -phase 1 for \$3 million. - What is the Phase 1 F/Y 2024 \$1,040mil and F/Y2025 21,000,000 for? Any of it specific to our area? - Phase 2 same question as above for the \$20 million?	NA	The Priority 1, Phase 1 funds (\$21M in construction funds in FFY 2025) AND the Priority 1, Phase 2 funds (\$20 million in construction funds also in FFY 2025) are both meant to develop more long term shoreline protection/mitigation solutions along Kamehameha Highway in the Kualoa, Kaaawa, Hauula, and Punaluu areas. Most likely, a rock revetment solution will be primarily looked at as the preferred alternative. The solutions in this area have been split in to 2 phases to make the high costs more easily manageable on the budget. It was also split in to 2 phases to group the more easily delivered scope, potentially earlier.	NA	
1c	page 75, table 8.8	OS79 Shoreline Protection/Mitigation Program	Andrea Anixt	Table 8.8 about OS79 money for traffic counting stations mentioned. How much for actual shoreline protection as in Harden or Relocate?	NA	Money for OS79 is programmed for shoreline protection/mitigation. Not the same as OS63 for traffic counting stations. Scope for shoreline is described above.	NA	
2	page 33	OS79 Shoreline Protection/Mitigation Program	Andrea Anixt	We support a number 1 priority for the Immediate attention to mitigation on Route 83 Kamehameha Highway at Ka'a'awa Elementary School in the Shoreline Protection District. This is an urgent project on the only road for emergency vehicles, freight, etc., to reach Ka'a'awa	NA	NA	NA	
3	page 30 and 35	OS-22-62 and OS-22-64	HSEO	Will be trees planted as part of the sidewalk improvements to make it more comfortable to walk, roll, and/or bike in these locations? HSEO is in support of these 2 projects - for detailed comments see the link to the entire testimony in the Notes column.	NA	pending	NA	link to the entire testimony