HDOT Airports Division Review Comments:
Honolulu High-Capacity Transit Corridor Project Preliminary Final EIS dated April 28, 2010

Response Code: A=Agree and will comply B= Will investigate and Comment C= Clarification Needed D= Disagree for reasons noted
E=No action needed

Comment #	Page #	Section #	Comment	Responsible Party	Response Code	Response	√√
1	Page 3-59		Need to delete the first two sentences of the last paragraph because they are duplicates from the previous paragraph.			The duplicate sentences have been deleted.	

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2	Page 4-26		No methodology for leasing of land required for the Project vs. acquisition is included in this section. This would apply to the Airport segment where DOT may desire to lease land to the Project within the footprint of the columns and be able to develop adjoining lands underneath the guideway. The methodology also does not address lost opportunity costs of future development which could apply to the segment along Aolele Street which was master planned for a cargo facility.	Geiger/ Zaref/ Stewart	A	Text added to page 4-26: "Land needed for the guideway columns and other Project features are considered property acquisitions and will be processed within the limits of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1070, as amended. DTS will coordinate with property owners with regard to acquisition, easement or lease of land." Section 4.5.3 and Table 4-6 identify the effect of the project on the airport with respect to property use, specifically access easement. The terms of the easement will be negotiated between HDOT-Airports and DTS which would allow HDOT-Airports to continue to use their properties within their current uses. The FEIS does not include specific acquisition or easement compensation terms as those do not have a bearing on the environmental effects of the project and will be negotiated with each property owner after the ROD and selection of the preferred alternative. Regarding the potential lost opportunity costs for future use of specific parcels due to elevated guideway support columns – lost opportunity costs for the use of airport property will be negotiated within the limits of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act.	

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3	Page 4-27	Table 4-4	Because the Airport Ualena Street alignment is a recently chosen alternative, does the preliminary engineering study recognize the parcels required from DOT-Airports?	Zaref		Yes, Table 4-4 includes the parcel information for the refined design.	
4		Appendix K	The alignment pictorials shown in Appendix K are schematic in nature and exact impacts to properties, future development of the consolidated car rental facility, and freeway on and off ramps cannot be determined. An issue as simple as column placement 5 feet to Mauka or Makai has significant impacts, especially near the consolidated car rental facility. The Appendix should state this condition and say that further mitigation may be required to address these types of issues arising during refinement of the Project design.	Garrity	A	The following text (will be/has been) added to the Draft Updated Airport Layout Plan (2010) cover sheet: "The proposed rail transit alignment is indicated on Sheet 4. The guideway alignment has been designed to avoid existing and planned airport improvements. Further mitigation may be required to address issues arising during refinement of the project design".	
5	N/A		The Airports Division also concurs with all FAA comments made in their letter of FEIS review comments dated May 10, 2010.				