

Hawaii Interagency Council for Transit-Oriented Development

Minutes of Meeting

Tuesday, January 8, 2019

9:30 a.m.

Hawaii Community Development Authority

Community Room, 1st Floor

547 Queen Street, Honolulu, Hawaii

Members/
Designees
Present: Craig Hirai, Hawaii Housing Finance & Development Corporation (HHFDC),
Co-chair
Rodney Funakoshi, Office of Planning (OP), Co-Chair designee
Sara Lin, Office of the Governor
Darrell Ing, Department of Hawaiian Home Lands (DHHL)
Heidi Hansen Smith, Department of Health (DOH)
Russell Tsuji, Department of Land and Natural Resources (DLNR)
Robert Miyasaki, Department of Transportation (DOT)
Ben Park, Hawaii Public Housing Authority (HPHA)
Charles Vitale, Stadium Authority (SA)
Bennett Mark, County of Hawaii, Planning Department
Pam Eaton, County of Maui, Planning Department
Betty Lou Larson, Catholic Charities, Housing Advocate
Bill Brizee, AHL, Developer Representative

Members/
Designees
Excused: David Lassner, University of Hawaii (UH)
Representative Henry Aquino, State House of Representatives
Senator Lorraine Inouye, State Senate
Cyd Miyashiro, American Savings Bank, Business Community Representative
Roderick Becker, Department of Accounting and General Services (DAGS)
Christina Kishimoto, Department of Education (DOE)
Pankaj Bhanot, Department of Human Services (DHS)
Nolan Espinda, Department of Public Safety (PSD)
Aedward Los Banos, Hawaii Community Development Authority (HCDA)
Harrison Rue, City & County of Honolulu (C&C)
Lyle Tabata, County of Kauai, Department of Public Works
Ryan Okahara, U.S. Housing & Urban Development, Honolulu Office (Ex-officio)

Other
Designees/
Alternates
Present: Ian Hirokawa, DLNR
Marc Takamori, County of Maui Department of Transportation (MDOT)
Lester Ng, AHL

TOD Council
Staff: Ruby Edwards, OP
Aaron Setogawa, OP

Others
Present: Danielle Evangelista, Office of Senator Keith-Agaran
Franz Krintz, C&C Department of Planning and Permitting
Blue Kaanehe, DLNR Land
Jeff Merz, AECOM

Debra Mendes, OP
Matapuna Levenson, Catholic Charities
Hyoung-June Park, University of Hawaii, Manoa - School of Architecture (UHM-SOA)
Kalani Molina, UHM-SOA
Cathi Schar, University of Hawaii, Manoa - University of Hawaii Community Design
Center (UHM-UHCDC)
Mark Lombawa, UHM-UHCDC
Rebecca Ogi, UHM-UHCDC

I. Call to Order

Rodney Funakoshi called the meeting to order at 9:40 a.m.

II. Introduction of Members

Members and others introduced themselves.

III. Review and Approval of Minutes of November 13, 2018 Meeting

Upon motion by Bill Brizee, with second by Charles Vitale, the November 13, 2018 meeting minutes were approved as circulated.

IV. Waipahu TOD Proof of Concept Project – Presentation by University of Hawaii Community Design Center

Funakoshi introduced Cathi Ho Schar, Adjunct Assistant Professor at UHM-SOA and Director, UHCDC. Schar's team at the UHCDC is working on the Waipahu TOD Proof of Concept Project funded by an appropriation to OP. The project team is composed of eight faculty members working on different scopes of work for the project, including Hyoung-June Park who presented later in the meeting. Other presenters were Kalani Molina, a recent UHM-SOA graduate, and Rebecca Ogi, and Mark Lombawa, also graduates now working for the Center.

The aim of the course work and directed research is to provide a framework for the development of all State parcels within the ½-mile radius of the Waipahu transit station. In January 2018, planning work done for the Proof of Concept Project was presented to the TOD Council. This current presentation features the architectural/design work performed for the project. Schar said they would also like to gather information from Council members to more meaningfully apply the work that they have done. The Waipahu project is a pilot site to develop a framework for applying a similar process to other TOD areas.

Tree Canopy Study

Rebecca Ogi presented results of a four-week, tree canopy study of the Waipahu TOD area conducted by Mark Lombawa and herself. The City and County of Honolulu has a goal of 35% coverage by 2035, which would bring benefits such as CO² reduction and increased shade, and make pedestrian and biking paths more pleasant to use. A smart tree on-line interactive map was used to map the existing tree canopy, impervious surfaces, building footprints, and vegetated surfaces. This analysis revealed that there is 9% tree coverage in the site area. The on-line website can show the existing tree canopy by parcel, as well as those parcels with the highest potential for additional tree coverage, including open space with vegetative or impervious surfaces, as these can be modified in the future. By overlaying the existing tree canopy interactive map with the City's Waipahu TOD zone and priority projects in the Waipahu Action Plan, they identified areas with high potential for

planting more trees and areas where tree canopy improvements would create better pedestrian pathways to support Action Plan priorities.

Ogi said the study included a walk audit with the Urban Foresters group on an existing green path in the TOD area. There is a lack of trees in the area and a lack of diversity among the tree species. Both metrics can be improved.

Mark Lombawa described the tree canopy design work, which started with categorizing the streets in the TOD area into a street tree canopy topology. Design sections were developed for each street tree canopy typology; parks and green spaces were proposed to function as tree nurseries. The design typologies were then applied to the TOD area to create tree canopy design plans that would provide 35% and 50% tree coverage by 2035. They found that the 35% coverage could be reached by just focusing on the main streets and the State parcels. A master list of suggested tree species was prepared for the study.

Flood Risk Mitigation

Ogi presented the flood mitigation study of the Waipahu TOD area, which was led by Professor Wendy Meguro. Ogi summarized the research and study method for the flood mapping, and its application to the TOD area using design criteria at the planning and building scale. Most of the research was on the TOD Plan development around the Pouhala station using predicted flood mapping for sea level rise (SLR) and for riverine flooding. They included critical facilities identified in the PACIOS (Pacific Islands Ocean Observing System) SLR viewer that provides SLR mapping for Hawaii. Two critical facilities lie in this area: the health clinic facility near the Waipahu Library, and a wastewater pump station near the refuse center. The map developed served as a base map for comparison of flood risks.

Federal Emergency Management Agency (FEMA) flood maps already show that the area for intensive TOD development in Waipahu falls within a moderate flood-risk zone. SLR is not yet accounted for within current FEMA assessments. The National Oceanic and Atmospheric Administration (NOAA) SLR viewer predicts SLR at one-foot intervals up to 10 feet. Using NOAA's four- and six-foot level maps, Waipahu is predicted to have extensive flooding throughout the floodway district beginning with upper areas of the district park and down into sections near the wastewater pump station. During King-tide events, sea water can surface in Waipahu through the stormwater and sewer system. Low-lying areas would be susceptible to corrosion and sea water intrusion.

The City TOD plan anticipates new commercial and mid-rise residential development within these high-risk areas. Ogi stated that development in these areas should be reassessed or even reconsidered to prevent potential health and property-damage risks as sea level rises. The area mauka of the rail guideway has a lower SLR flood-risk, but is also in a riverine floodway district and may be prone to rainfall flood events. The combination of severe rainfall, high sea levels, and King tides may possibly cause damage to the rail station.

Taking into consideration the FEMA assessments for hazardous riverine flooding simulations and the SLR mapping, areas were suggested for phasing development and for planned retreat. Development in Phase 1 areas along the canal should be discouraged and strategies for managed retreat should be considered for those areas first. Parcels along waterways could be redesigned to allow the floodway to accommodate water during voluminous water events. Phases 2 and 3 affect residential areas and makai residences respectively. These areas should begin to start retrofitting or

planning for retreat over the long term. Development in Phase 4 areas around the rail station should use resiliency design criteria that exceed the current City code. Resiliency benchmarks are constantly improving. The study team looked at a range of resilient building code and design guides to develop site and building design criteria for Waipahu, including guides developed for FEMA, Boston, and LEED (US Green Building Council's Leadership in Energy and Environmental Design system).

Resiliency strategies at the planning and building scale were compiled. Strategies at the planning scale include allowing water to overflow waterways, expansion of floodways, use of berms, subsurface storage for multi-use surfaces for water retention and filtration, and designing plazas and parks to serve as temporary floodway basins. The team developed three resiliency schemes, incorporating one or more resilient design features, for a section of Waipahu through the Plantation Town Apartments parking lot, Waipahu drainage canal, and Waipahu District Park.

Building-scale diagrams were developed to show the application of different strategies from the reference guidebooks. Strategies include elevating living spaces and critical equipment above base-flood elevations to allow floodwaters to flow beneath living spaces, providing alternative access into buildings, and dry-flood proofing elevator shafts and ground-level openings. As sea level is predicted to rise, living spaces should be built much higher than base-flood elevation in current code to address the 500-year or more flood elevation, which could range from two to five feet above the existing base-flood elevation depending on a parcel's elevation. Ogi said this information will be described in more detail in the final report.

Waipahu TOD Block Study

Lombawa presented the Waipahu TOD Block Study, which compiled a summary on blocks, study findings for the Waipahu TOD area and the State parcels, examples of housing block and parking type design precedents, and design options developed by the team for the State Waipahu parcels.

Block Summaries. Part I of the study characterized the Waipahu TOD area by typology of building patterns, street-block patterns, and land use mix. The study looked at walkability under existing conditions and the TOD plan. The TOD plan would increase walkability along corridors from less than 25% of parcels to approximately 50% of parcels. With SLR, resilience strategies to fortify, adapt, or retreat would be needed for portions of the TOD area. The study developed spider diagrams to illustrate the potential effectiveness of a range of strategies for dry-proofing, wet-proofing, or elevating blocks on stilts or mounds. The team looked at parking typologies: surface parking, deck parking, and wrapping around retail with parking. The team also considered housing typologies of Hawaii, from the hale, walk-up apartments, to high-rise towers that share retail. Each was evaluated for density, building construction costs, flood resilience, accessibility and safety, and environmental factors.

State-owned Parcels. Schar summarized information the strategic planning team gathered from agency meetings on current and planning uses for State parcels in the TOD area owned by HHFDC, HPHA, and DLNR/DAGS. Facilities on these parcels include an adult day care center, public library, social services center, public elderly housing, and surface parking. The Civic Center parcel is a very active site, and the community appreciates the amenities there. In meetings with the agencies, most of the agencies expressed no immediate plans for redevelopment, as facilities here are not their highest priority. Schar stated that HHFDC is interested in the redevelopment potential of

the surface parking lots, which is dependent on what might happen with the DAGS Civic Center parcel.

Lombawa reported that through community outreach, people identified a range of desired land uses and facilities for the Waipahu TOD area, including retail or a shopping center. The team examined existing parking and circulation, and improvements for a street promenade, pedestrian bridge, and crosswalks. Study recommendations were developed for flood proofing buildings and increasing tree canopy coverage to 30%. Part 2 of the block study looked at housing block precedents that could be implemented on the State parcels to encourage walkability, wrap parking, add green space to connect people, and step back first floors to enhance streetscapes. Part 3 looked at parking precedents that would provide more program options and benefits to the community.

Design Options. Lombawa said the study team developed four design options for the State parcels; each has site plans and a section. Option 1 focuses on improvements to the State parcels to alleviate flooding and treating Waipahu District Park as a floodable park, with minimal redevelopment of the existing structures. Option 2 adds parking structures and 110 units of new housing, at about 800 square feet per unit. It adds a promenade and many other community benefits. Option 3 would redevelop the civic center facilities, add a DOE vertical school that could take advantage of Waipahu District Park, and provide 110 housing units. Some commercial space is incorporated in the bottom of the parking structure. Option 4 would add a shopping center with two-and-a-half stories of commercial space, with a central open corridor that would connect to housing. This proposal would provide about 310 new housing units.

Schar requested feedback and recommendations as to people the study team should talk to, and other reference material, resources, and opportunities that the team should follow up on, which could be incorporated in the report and make the planning effort useful to State agencies. She said the team could use this information to craft an RFP that could be used by any agency.

Digital Optimization Presentation

Kalani Molina presented results of the application of GIS-based urban network analysis developed with Professor Hyoung-June Park on walkability for the Waipahu TOD neighborhood. Rather than just drawing a ¼ mile radius around a station or point of interest, the modelling and analytical program the team developed is able to calculate actual travel distance based on existing streets, blocks, and buildings. Their analysis focused on reach: quantifying buildings, food establishments, etc. around a point, to provide real numbers that can be interpreted and used to optimize decisions about siting and design. The analytical method includes use of ArcGIS, Excel databases, existing data sources, and 3D modeling. The Waipahu case study focused on existing conditions, inputting data on buildings, intersections, parking spaces, bus stops, and the rail station.

Molina said the first model looked at the relationship of residential areas and residential units on State parcels to the TOD station, bus stops, and parking, with high to low occurrences for parcels that are visualized in 2D and 3D formats. Since the data is already available from outside sources, the modeler needs to just interpret the resulting relationships generated through the network analysis. So quickly, anywhere in the islands, the program can generate a map of the entire island to see where

residences are in relation to bus stops. For the Waipahu area, State residential units have access to at least 12 bus stops within a ¼ mile.

Molina reviewed similar mapping and 3D graphics for a range of relationships, including proximity of (1) all area residences and (2) residential units on State lands to:

- Parking, including street parking. This study did involve a manual count of parking spaces in the area. Using the model, residences on State parcels have access to 287 street parking spaces.
- Business to business relationships in the Waipahu area, with a high concentration displaying in two areas. The program can quantify how many places of interest (POI) are within walking distance of a single point. Molina explained that a POI can be anything—a bowling alley, restaurant, etc. He said that without knowing anything about Waipahu, by looking at the concentration of POIs, it's clearly an area where something is happening.
- Different type of business establishments, parks, and the West Loch and Waipahu Transit Center rail stations.

Molina summarized an analysis of intersections in the Waipahu TOD area to visualize where intersections might promote more opportunities for interactions between people. The model results identified intersections with more places of interest on the street network as well as bus stops to places of interest, that represent more potential for interaction. Their analysis also looked at all the public housing with respect to intersections.

Molina said the team did not have information on buildings or number of building or residential occupants or users. With this information, the program could compare the number of people in the area to the businesses, and generate estimates such as anticipated annual revenue for different types of businesses, etc. Data on building age could be used to determine whether to renovate or not or whether a structure was going to be a historic building. A street survey could also determine the quality of the street.

Molina did a demonstration of the model to show how it would perform an analysis of bus stops to residences in the Waipahu TOD area, using the street network and bus stop data and setting residential parcels as the origin for the relationship analysis. The program quickly generated information that one area has 16 bus stops within a ¼-mile radius in actual walking distance, while another one has eight bus stops within a ¼-mile radius.

Park said that this analysis can also be used as a basis for making investment decisions or for finding the best place to locate public housing or other public facilities. It can be used to identify which location has more accessibility to bus stops, surrounding residences, etc. Molina explained that all the points on the map have data associated with it that allows the modeler to do further analysis about how attractive a location might be, how accessible it is with respect to bus stops, etc. Every single point can have a series of data attached to it: household income, the value of the property, value of the building, how old the building is, etc., that can be analyzed.

Park said this analysis can be expanded to other TOD areas. If property value is added to the analysis, the program could provide more specific information for investment and development plans. One feature Molina did not show was the program's capability to identify which streets or corner are "hot", considering points of interest, intersections, and bus stops in the area. It can predict

which site can be developed for the convenience of people in the surrounding area. The project needs more support to expand the analysis being done.

(Note: The UH presentation slides are available at <http://planning.hawaii.gov/lud/state-tod/hawaii-interagency-council-for-transit-oriented-development-meeting-materials/>.)

Discussion

Betty Lou Larsen said she was glad that SLR is being considered, but would like a 50-year or longer planning horizon since this involves housing that will be needed for the long-term.

Sara Lin asked if there are cost estimates associated with the different measures for retreat, fortify, or adapt strategies. Departments and legislators are cost oriented, so it would be helpful to show what types of construction are more cost effective and resilient. She said it would also be good to have a graphic showing the resiliency of the vertical residential building types. With respect to the optimization presentation, Lin said that if the goal is investment and the analysis is useful for showing investment potential through opportunity zones or public-private partnerships, then this should be made more obvious. She said there might be a way for the State to help pay for redevelopment through P3s.

Heidi Hansen Smith remarked that it would be helpful to be able to use these models to look at equity issues, like distance to healthcare, parks, or other health aspects, as well as socio-economic data of residents and disparate populations. She would be interested in seeing some of those overlays. Park said the computer application is scalable, so many more variables could be added, such as accessibility to hospitals. Schar noted that if a comprehensive framework were developed, it would include a public health overlay. Hansen Smith suggested access to schools as well.

Referring to the vertical school in Option 3, Craig Hirai said DOE needs to commit if it wants a school in that location. He said he believes that's the place for it, but some legislators want the library and social services to stay there. Lin remarked that it sounds like DOE is concentrating on Pohukaina to see how that goes.

Schar asked if HHFDC will move on any of the other parcels before DOE decides. Hirai replied that it depends, in part, on parking: HHFDC needs to know where it can put parking. Schar noted that the design options accounted for existing parking demand and added the new parking structure. Ben Park asked if the 272 parking stalls included those of HPHA's elderly housing project; if so, those parking spaces are underutilized. Schar replied that to satisfy the additional parking need, there would probably need to be a joint-use agreement to allow for a shared parking structure, but she wasn't sure how difficult it was to get a joint-use agreement. Hirai said it isn't that difficult. He said HHFDC thought the space could be better utilized with structured parking and joint development between State landowners would be required. Park agreed. Lin suggested that if the study team could identify specific agencies for a joint agreement for this purpose, the more likely it would get agencies to the table.

Bennett Mark said he was interested in the tree canopy study and asked if there are any methodologies for county and State agencies to achieve a canopy goal of 35%. He said he assumes that's in the public right-of-way (ROW). Schar said that to achieve 35% coverage more trees would be needed on parcels. Mark asked how that would be implemented, since Hawaii County has

problems getting developers to plant trees due to the irrigation cost. Schar said the project team could craft an RFP that would include tree coverage for a project, and assign responsibility for this.

Hirai stated that requirements can be put in an RFP, but in Waipahu, there are existing leases and fee-simple condominium projects in place, and any RFP or joint-use agreement would require the cooperation of these private interests.

Lin asked if there is any information on cost savings from increasing the tree canopy. It makes the concept more practical if it can be shown that for every x trees planted, electricity is reduced or electricity bills are lowered by some amount. The information could link increased tree canopy to Hawaii's 100% carbon-neutral renewable energy goal. Mark said several studies have shown that property values rise by a large percentage after tree canopies are put in the ROW. The study would benefit by incorporating the findings of these studies done by other municipalities. Lin recalled hearing of a Melbourne study that did cost estimates related to this. Schar said the team could do some kind of analysis of economic benefits. Mark added that tree canopy is extremely important when talking about walkability for the community, because most studies fail to realize that tree canopy is part of the walking infrastructure.

Mark asked if the team had cost estimates for the different structures that could be used to address SLR. He asked how the team came up with 4 or 6 feet. Schar replied that the East Coast raised its criteria to 5 feet after Hurricane Sandy. Hawaii is different because of the predicted 3.2-inch SLR and the 100-year flood level. Schar said the flood resiliency analysis looked at all the transit facilities, and all are above the 6-foot level.

Schar said the final report will be completed in summer 2019. The digital optimization study is completed, and the team is looking for support for additional modeling research.

V. State TOD Implementation Plan Project - Update

Funakoshi said an updated project schedule has been provided to TOD Council members. The project started in June 2018, is one-third completed and on schedule. In September, there were several meetings of the three Oahu Permitted Interaction Groups (PIGs).

The consultant is currently developing alternative scenarios for the three priority TOD areas: East Kapolei, Iwilei/Kapalama, and Halawa-Stadium. The three Oahu PIG meetings to discuss the alternative scenarios for the three regional areas are tentatively scheduled for Tuesday, February 26, 2019. OP will report on the PIGs' February discussion findings at the March 2019 TOD Council meeting. At that time, there will be a clearer idea of the land uses projected for these areas and a general understanding of infrastructure needs, which provides a framework for the implementation plan.

Funakoshi said that OP has also been meeting with others, including the City, to discuss isolated issues such as concerns about aircraft overflights of TOD areas, Farrington Highway widening, and how some of the infrastructure concerns are being handled.

VI. Prioritizing FY 2020 CIP Project Requests in TOD Areas

Funakoshi said the TOD Council is charged with reviewing CIP requests for TOD on State lands and county-designated TOD areas within a half-mile radius of the transit stations.

Executive Budget FY 2020 Requests. OP reviewed the Executive Budget for FY 2020 funding requests for TOD-related projects and identified the following budget requests:

- DLNR – East Kapolei Master Development Plan, \$1,000,000 (Environmental Studies for Various Projects, Statewide) (LNR101-Project LNR906), for preparation of an Environmental Impact Statement (EIS) for its East Kapolei Master Development Plan for approximately 175 acres of State lands surrounding the rail transit station at UH West Oahu;
- HHFDC – Dwelling Unit Revolving Fund (DURF) Infusion, Statewide, \$55,000,000 (BED-160). DURF has been a valuable source of pre-development financing for HHFDC projects on State lands and for interim construction financing for private developers of affordable housing projects, and in 2016, DURF funds were authorized to also fund State regional infrastructure in conjunction with housing and mixed-use TOD projects; and
- DAGS – P3 Program Office, \$156,453 (AGS-221), requesting operating funds for a new P3 alternative financing system office for State CIP projects, to include one P3 manager and 2 P3 Specialists.

Russell Tsuji clarified that the DLNR request is for \$1 million for environmental studies for the East Kapolei lands, Maui entitlements, and the Ala Wai Boat Harbor. Tsuji said DLNR will have to prioritize how the funds are used among the projects, but to keep the project in as a TOD budget request.

Hirai clarified that the DURF funding request is not for TOD, but housing: HHFDC is required to acquire the ground lease on the Front Street housing project in Lahaina. Lin asked if this will require all the funds. Hirai replied that HHFDC is requesting Board approval to contract for an outside appraisal to determine the cost of this acquisition. Whatever remains after acquiring the ground lease could be used for TOD. After some discussion, Hirai requested this item be deleted from the list.

Funakoshi said the third item is a DAGS request to establish a P3 program office. The request is in the Operating Budget, but is something the TOD Council has long advocated, and is an action item in the State TOD Strategic Plan. Rather than legislation for a P3 Office, this would allow DAGS to move forward programmatically.

Hirai said if it is not a CIP request, then it is not what Council is authorized by statute to do. Ruby Edwards acknowledged the TOD Council's CIP mandate, but then asked how would the Council advocate and advance things like P3 that support TOD. Hirai replied that the Council can write letters, advocate, submit testimony, but the statutory requirement is to recommend CIP priorities, and operating budget items can't be part of this report. It was agreed that the DAGS P3 office request would be discussed later as a separate agenda item.

County TOD CIP Requests. Funakoshi reported that Hawaii and Maui Counties were requesting TOD CIP funds for the following projects (the projects were included in their county updates to the November 2018 TOD Council meeting):

- Keaau Village Transit Hub, \$3,100,000 for a public transit hub in Keaau Town, a large commercial area at the crossroads of Upper and lower Puna. The project is facilitated by a willing major landowner (Shipman) and consistent with county plans;

- Keaau Village Wastewater Facility, \$11,000,000 to plan, design, and construct a new wastewater system for Keaau Village to catalyze the development of affordable housing to needs of the region, and facilitate disaster recovery efforts in the wake of the Kilauea eruption; and
- County of Maui TOD CIP funds for one or more projects from the County's November 2018 presentation: Wailuku/Civic Center Redevelopment Project, Kahului 2070 redevelopment plan, and the Kaahumanu transportation corridor connecting Wailuku and Kahului.

Funakoshi and Hirai sought clarification as to the specific funding vehicle for the Hawaii County proposals, and whether these are included in the County's legislative package. Mark replied that the Hawaii Mayor's Office will be asking for funding for the two projects as part of the Mayor's program. The TOD Council is being asked to support this county initiative. However, there is still a question of whether the two items will be part of the Mayor's overall package or a separate request from the Mayor. Mark said the county is seeking only planning funds: \$500,000 for the Keaau Wastewater Facility, and \$200,000 for the Keaau Transit Hub.

Funakoshi asked Pam Eaton to clarify Maui's funding request. Eaton stated that the County had met with the Maui State legislative delegation. Maui County is asking for—and the delegation is supporting—\$500,000 for planning for the transit corridor feasibility study. When asked if this is the only project of the three the County is seeking funding for, Eaton answered yes, since the corridor study will look at the two end communities as well. Hirai noted that the HHFDC Board had approved \$1.5 million for planning and an EIS for the Wailuku post office/Civic Center project. Funakoshi said the transit corridor feasibility study would be added to the *TOD Strategic Plan* as a Maui County TOD project.

Funakoshi noted that Kauai County was not in attendance, and OP had not received notice of any request for funding for Kauai TOD projects this year.

Funakoshi summarized the CIP requests discussion: (1) the DLNR East Kapolei allocation includes other items besides TOD; (2) the HHFDC DURF and DAGS P3 program will be removed from the CIP request list; (3) Hawaii County is asking for support for planning funds for the Keaau Wastewater Facility and Transit Hub (\$500,000 and \$200,000, respectively); and (4) Maui County is requesting support for funding for the Maui Transit Corridor study (\$500,000).

Action: Funakoshi asked for a motion to approve the CIP recommendations as discussed. Eaton so moved, Mark seconded, and the motion passed unanimously.

VII. TOD Legislation - Potential Bills for the 2019 Legislature

Funakoshi said that there may be some bills introduced that affect TOD. Hirai said members should keep an eye out for Senator Chang's Aloha Homes bill that applies to the Honolulu rail corridor. That bill provides for 99-year leasehold condominiums on State lands with very high densities. Funakoshi said there is likely to be a TOD infrastructure improvement zone bill, like SB 2943 that nearly passed last year.

VIII. Next Steps – Future Agenda Topics

Funakoshi announced the next TOD Council meeting will be on February 12, 2019. On the agenda will be a review of TOD bills in the Legislature. In March, there will be the Oahu PIGs reports on

the TOD Implementation Plan Project and preferred land use scenarios for State lands in the three priority TOD areas.

IX. P3 Support Letter

Lin asked whether the Council was going to act on the recommendation to support the DAGS P3 office budget request discussed earlier. Funakoshi asked for a motion to authorize the TOD Council Co-Chairs to write a letter of support for DAGS P3 program. Mark asked whether this would also help the counties. Hirai said he was unsure, and several State agencies can do the same thing without a P3 program. Tsuji pointed out that not every State agency has the special powers of HHFDC, HCDA, or HPHA.

Action: Lin moved to authorize the TOD Council Co-Chairs to send a letter of support for the DAGS P3 Program, Park seconded, and the motion passed unanimously.

X. Announcements

Funakoshi announced that there will be a Neighbor Island TOD legislative briefing on Tuesday, January 15, 2019 at 12:30 p.m. in Room 309 of the Capitol Building. Notice will be sent to TOD members. Lin inquired whether the Neighbor Island mayors were coming. Lin said there is usually a date when all four county mayors are at the Legislature. Eaton did not know, but she believed the Maui State legislative delegation would attend. Funakoshi stated that OP will provide staff support as needed.

IX. Adjournment

There being no further business, the meeting was adjourned at 11:30 a.m.

Note: All meeting materials and presentations are posted at <http://planning.hawaii.gov/lud/state-tod/hawaii-interagency-council-for-transit-oriented-development-meeting-materials/>.