

Hawaii Interagency Council for Transit-Oriented Development

REPORT TO THE THIRTIETH LEGISLATURE
REGULAR SESSION OF 2020



Prepared pursuant to Hawaii Revised Statutes § 226-63(b)(9) by

Office of Planning
and

Hawaii Housing Finance and Development Corporation

Department of Business, Economic Development and Tourism
State of Hawaii

December 2019



**HAWAII INTERAGENCY COUNCIL FOR
TRANSIT-ORIENTED DEVELOPMENT**
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM

DAVID Y. IGE
GOVERNOR

MARY ALICE EVANS
CO-CHAIR

CRAIG K. HIRAI
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December 12, 2019

The Honorable Ronald D. Kouchi
President and Members
of the Senate
Hawaii State Capitol, Room 409
Honolulu, Hawaii 96813

The Honorable Scott K. Saiki
Speaker and Members of the
House of Representatives
Hawaii State Capitol, Room 431
Honolulu, Hawaii 96813

Dear President Kouchi, Speaker Saiki, and Members of the Legislature:

For your information and consideration, we are transmitting the 2019 Annual Report of the Hawaii Interagency Council for Transit-Oriented Development (TOD Council), as required by Hawaii Revised Statutes (HRS) § 226-63(b)(9). In accordance with HRS § 93-16, we are also informing you that the report may be viewed electronically at:
<http://dbedt.hawaii.gov/overview/annual-reports-reports-to-the-legislature/>.

Sincerely,

Mary Alice Evans
Co-Chair, TOD Council
Director, Office of Planning

Craig Hirai
Co-Chair, TOD Council
Executive Director, Hawaii Housing Finance and
Development Corporation

Enclosure

cc: Governor David Ige
Mayor Kirk Caldwell
Mayor Harry Kim
Mayor Derek Kawakami
Mayor Michael Victorino

Lt. Governor's Office
Legislative Reference Bureau
Legislative Auditor
Department of Budget and Finance
Hawaii State Library System
University of Hawaii Hamilton Library

Hawaii Interagency Council for Transit-Oriented Development
Council Members, Designees, and Alternates
as of December 2019

Office of Planning (OP)

Director: Mary Alice Evans (Co-Chair)

Designee: Rodney Funakoshi

Hawaii Housing Finance and Development Corporation (HHFDC)

Executive Director: Craig K. Hirai (Co-Chair)

Designee: Deepak Neupane

Office of the Governor

Chief of Staff: Linda Takayama

Designee: Sara Lin

**Department of Accounting and General Services
(DAGS)**

Comptroller: Curt Otaguro

Designees: Chris Kinimaka, David DePonte

Department of Education (DOE)

Superintendent: Christina Kishimoto

Designees: Kenneth Masden, Robyn Loudermilk

Department of Hawaiian Home Lands (DHHL)

Chairperson: William Aila

Designee: Darrell Ing

Department of Health (DOH)

Director: Bruce Anderson, PhD

Designees: Lola Irvin, Heidi Hansen Smith

Department of Human Services (DHS)

Director: Pankaj Bhanot

*Designees: Catherine Betts, Malia Taum-Deenik,
Joseph Campos*

Department of Land and Natural Resources (DLNR)

Chairperson: Suzanne Case

Designees: Russell Tsuji, Ian Hirokawa

Department of Public Safety (PSD)

Director: Nolan Espinda

*Designees: Maria Cook, Wayne Takara,
Harold Alejandro*

Department of Transportation (DOT)

Director: Jade Butay

Designee: David Rodriguez

Hawaii Community Development Authority (HCDA)

Executive Director: Aedward Los Banos

Designee: Garrett Kamemoto

Hawaii Public Housing Authority (HPHA)

Executive Director: Hakim Ouansafi

Designees: Barbara Arashiro, Benjamin Park

Stadium Authority

Chairperson: Ross Yamasaki

Designees: Scott Chan, Charles Vitale, John Fink

University of Hawaii (UH)

President: David Lassner

Designees: Carleton Ching, Karen Lee

House of Representatives

Representative Henry Aquino

Alternate: Representative Nadine Nakamura

State Senate

Senator Lorraine Inouye

Alternate: Senator Breene Harimoto

City and County of Honolulu

Mayor: Kirk Caldwell

Designees: Kathy Sokugawa, Harrison Rue

County of Hawaii

Mayor: Harry Kim

*Designees: April Surprenant, Michael Yee,
Nancy Picicchio*

County of Kauai

Mayor: Derek Kawakami

Designees: Lyle Tabata, Jodi Higuchi Sayegusa

County of Maui

Mayor: Mike Victorino

*Designees: Pam Eaton, Marc Takamori, Nolly Yagin,
David Yamashita*

Business Representative

Cyd Miyashiro, American Savings Bank

Developer Representative

Bill Brizee, Architects Hawaii Ltd.

Designee: Lester Ng, AHL

Housing Advocate

Betty Lou Larson, Catholic Charities Hawaii

Designee: Jillian Okamoto

**U.S. Department of Housing and Urban Development
(Ex-officio)**

Honolulu Field Office Representative: Ryan Okahara

1 INTRODUCTION

This report describes the activities of the Hawaii Interagency Council for Transit-Oriented Development (TOD Council) and accomplishments for calendar year 2019. The annual report fulfills the statutory requirement in Hawaii Revised Statutes (HRS) § 226-63(b)(9) for the TOD Council to report annually to the Governor, the Legislature, and the mayor of each county on the progress of its activities, including formulation and progress on the strategic plan no later than twenty days prior to the convening of each regular legislative session.

1.1 Hawaii Interagency Council for Transit-Oriented Development (TOD Council)

The TOD Council was established by Act 130, Session Laws of Hawaii (SLH) 2016¹, to serve as an advisory body to coordinate and facilitate State agency transit-oriented development (TOD), and to facilitate consultation and collaboration between the State and the counties on TOD initiatives.

Focus. The focus of the TOD Council is to promote mixed-use development, affordable and rental housing, and compact, pedestrian-friendly development in designated transit areas, and to encourage State and County agency collaboration and cost-sharing of infrastructure needed to facilitate State and county TOD initiatives. The TOD Council's statutory responsibilities as defined in HRS § 226-63(b) are listed in the sidebar.

On Oahu, the State of Hawaii is the largest landowner along the 20-mile corridor of the Honolulu Rail Transit Project, owning over 1,900 acres of land within a half-mile radius of the 21 planned rail stations. As such, the State has a unique opportunity to enhance Oahu's urban environment by applying smart growth and TOD principles to revitalize neighborhoods, increase affordable housing, and improve accessibility to public facilities and services.

On the Neighbor Islands, similar smart growth and TOD principles can be applied effectively in the provision of State facilities and services to encourage quality growth and vibrant mixed-use neighborhoods around urban or rural public transit centers.

Council Organization & Support. The TOD Council is comprised of 25 members, including representatives from State agencies, the four counties, State Senate, State House of Representatives, and the

¹ The sections in Act 130, SLH 2016 related to the TOD Council are codified in Hawaii Revised Statutes (HRS) §§ 226-63 and 64; the sections related to the roles and responsibilities of OP are codified in HRS § 225M-2(b)(10).

TOD COUNCIL DUTIES HRS § 226-63(b)

- (1) *Serve as the State's transit-oriented development planning and policy development entity with representation from state and county government and the community;*
- (2) *Formulate and advise the governor on the implementation of a strategic plan to address transit-oriented development projects, including mixed use and affordable rental housing projects, on state lands in each county;*
- (3) *Facilitate the acquisition of funding and resources for state and county transit-oriented development programs, including affordable and rental housing projects, on state lands;*
- (4) *Monitor the preparation and conduct of plans and studies to facilitate implementation of state transit-oriented development plans prepared pursuant to this section, including but not limited to the preparation of site or master plans and implementation plans and studies;*
- (5) *Review all capital improvement project requests to the legislature for transit-oriented development projects, including mixed use and affordable and rental housing projects, on state lands within county-designated transit-oriented development zones or within one-half mile radius of public transit stations, if a county has not designated transit-oriented development zones;*
- (6) *Recommend policy, regulatory, and statutory changes, and identify resource strategies for the successful execution of the strategic plan;*
- (7) *Assemble accurate fiscal and demographic information to support policy development and track outcomes;*
- (8) *Consider collaborative transit-oriented development initiatives of other states that have demonstrated positive outcomes; and*

business, housing, and development communities. It also includes an ex-officio representative from the U.S. Department of Housing and Urban Development. Current members are listed on the inside cover of this report.

The directors of the Office of Planning (OP) and the Hawaii Housing Finance and Development Corporation (HHFDC) serve as co-chairs of the TOD Council. HRS § 225M-2(b)(10) designates OP as the lead agency for State smart growth and TOD development planning in the State. In this capacity, OP provides staff support to the TOD Council and reviews and approves State agency TOD conceptual development plans.

2 ACTIVITIES AND ACCOMPLISHMENTS

Organization of Report. The TOD Council's activities and accomplishments for calendar year 2019 are reported in accordance with its statutory responsibilities listed in the text box on the previous page.

2.1 TOD Council Meetings and Membership

(1) Serve as the State's transit-oriented development planning and policy development entity with representation from state and county government and the community. [HRS § 226-63(b)(1)]

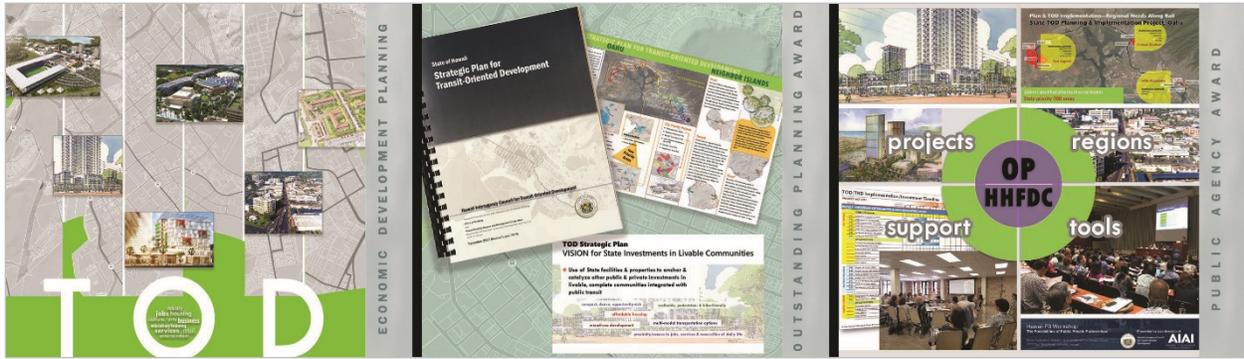
Through its regularly scheduled meetings and activities, the TOD Council serves as the primary forum for the coordination of statewide TOD policy, funding, and program needs. The TOD Council held nine meetings and one workshop between January and November of 2019. Membership has been maintained and updated as personnel changes are made among appointed members and designees.

2.2 Strategic Plan Development and Implementation

(2) Formulate and advise the governor on the implementation of a strategic plan to address transit-oriented development projects, including mixed use and affordable and rental housing projects, on state lands in each county. [HRS § 226-63(b)(2)]

The *State of Hawaii Strategic Plan for Transit-Oriented Development (State TOD Strategic Plan or TOD Strategic Plan)* was issued and forwarded to the Governor and State Legislature in December 2017. An updated version of the plan was issued in August 2018 and forwarded to the Governor and State Legislature in December 2018.

The *State TOD Strategic Plan* provides a dynamic framework for the State to affect a "unified vision and approach to the development of its properties." It sets forth how the State and counties can collectively act to make better use of public lands and resources so that public projects help create vibrant communities, provide improved service and accessibility, and increase affordable housing opportunities in proximity to transit. The *State TOD Strategic Plan* is available at https://planning.hawaii.gov/wp-content/uploads/State-TOD-Strategic-Plan_Dec-2017-Rev-Aug-2018.pdf.



The *State TOD Strategic Plan* was recognized by the American Planning Association, Hawaii Chapter, as the Chapter’s 2019 recipient of the *Outstanding Planning Award* and *Economic Development Planning Award*. More information on the awards is available at the APA-Hawaii Chapter website: <https://hawaii.planning.org/community-outreach/2019-chapter-awards/>

2.2.1 Strategic Plan Implementation: Advisory Role

As the Governor’s Senior Special Assistant is an active participant on the TOD Council, the Governor’s Office is kept apprised of the implementation of the *TOD Strategic Plan* and related projects and initiatives through TOD Council meetings and communications. Actions requiring the Governor’s attention are coordinated as needed through the Governor’s Office TOD Council representative.

This Annual Report provides the Governor with an update of activities and progress in implementing the *TOD Strategic Plan*. In January 2019, the TOD Council also reviewed and made recommendations to the Governor and the State Legislature on TOD CIP budget requests related to TOD projects identified in the *TOD Strategic Plan*. The 2019 TOD CIP Budget Request recommendations are discussed in Section 2.5.

2.2.2 Strategic Plan Implementation: TOD Outreach

Neighbor Islands TOD Legislative Briefing to State Legislators, January 15, 2019. Neighbor Island designees of the TOD Council, spearheaded by Maui representatives, arranged for a briefing to legislators on Neighbor Islands TOD, their TOD issues, and funding needs. The briefing highlighted each Neighbor Island county’s TOD initiatives and showcased their priority TOD projects. After the briefing, Neighbor Island TOD Council representatives met with key legislators regarding priority TOD project funding requests for the session. A flyer explaining TOD in the Neighbor Islands context was prepared and distributed at the legislative briefing. An image of the flyer is on the following page.

Transit-Oriented Development

is a type of community development that includes a mix of land uses such as housing, office, retail, and/or other amenities integrated into a walkable, moderate- to high-density neighborhood, and located within a one-half mile radius of public transportation nodes.

What does TOD look like?

- Mix of moderate- and high-density affordable housing
- Compact, walkable neighborhoods
- Public open space, parks & art
- Variety of transportation choices



Transit-Oriented Development on Hawai'i, Maui & Kaua'i

Why is it needed?

The Counties are faced with significant and persistent challenges in accommodating future growth:

- Limited developable land supply
- High development costs
- Constrained and aging infrastructure systems
- Critical shortage of affordable housing

It is expected that over **\$15 BILLION** will be needed over the next 20 years to address urgent needs in transportation, water, wastewater, and public facilities.

The Counties also suffer from a critical shortage of affordable housing:

More than **one-third** of households pay **more than 30%** of their income for housing...



...and of those households, **half** spend **more than 50%** of their income for housing.



These problems are particularly acute on the neighbor islands, where job and housing opportunities are limited. In addition, distances between job centers and residential communities tend to separate by great distances, leading to long commute times.

Opportunities/Benefits for Neighbor Island TOD

- Reduces transportation costs for residents, especially those with lower incomes and those who depend on public transportation
- Reduces dependence on automobiles
- Increases the efficient use of existing roads and highways
- Encourages compact development by concentrating higher density housing around transit centers and routes
- Promotes the development of walkable communities where residents can live, work, and recreate

Co-presented by the Counties of Hawai'i, Maui & Kaua'i



2.2.3 Strategic Plan Implementation: TOD Project Implementation Updates

State and county agencies continued to work on TOD planning and development projects as resources allowed. State agencies and the counties provided summary updates on the status of individual TOD projects to the TOD Council in September. TOD Council support staff also met with individual agencies and reported back to the TOD Council as needed. Updated TOD Project Fact Sheets for individual TOD Projects in the *TOD Strategic Plan* are posted at the end of the year to the TOD Council website at http://files.hawaii.gov/dbedt/op/lud/State-TOD-Strategic-Plan_FactSheets_Rev-Aug-2018_rev20190715_secured-20190823.pdf.

Refer to Appendix A of this report for a list of the State and county projects in the TOD Strategic Plan, with updated project status, funding, and funding gaps.

Presentations on the following projects included in the *TOD Strategic Plan* were made to the full TOD Council. The project presentations are summarized in Section 2.4.

- State TOD Planning and Implementation Project, Oahu.
- Aloha Stadium Redevelopment Project and Halawa-Stadium Area Planning and Implementation.

- University of Hawaii (UH), Honolulu Community College Transit-Oriented Development Study.
- Waipahu Civic Center TOD Study, Proof of Concept Project.

2.2.4 Strategic Plan Implementation: TOD Council Permitted Interaction Groups

Oahu. The Oahu Permitted Interaction Groups (PIG) for East Kapolei, Halawa-Stadium, and Iwilei-Kapalama met twice in 2019 in conjunction with the State TOD Planning and Implementation Project, which is discussed further in Section 2.4. In May, the groups reviewed anticipated TOD land use plans for each priority area, discussed alternatives and phasing related to TOD projects, and reviewed preliminary infrastructure needs, cost, and timing of infrastructure projects. In October, they considered the phasing of regional infrastructure projects and various financing alternatives for infrastructure projects. The Oahu work groups are scheduled to report to the TOD Council in early 2020.

Maui. The Maui PIG met on Oahu in June to receive an update on the Wailuku-Kahului Transit Corridor Master Plan and discuss project needs and schedule. The PIG will be convened as needed once the project has commenced, which will be in early 2020.

2.3 Acquisition of Funding and Resources

(3) Facilitate the acquisition of funding and resources for state and county transit-oriented development programs, including affordable and rental housing projects, on state lands. [HRS § 226-63(b)(3)]

The TOD Council serves to (1) educate its member agencies and the public on best practices, funding, and other resources to support TOD; (2) provide advocacy and facilitate access to finding and resources; and (3) assist agencies in making individual and multi-agency requests for funding and technical assistance to the State Legislature, other funders, and decision-makers.

Activities in calendar year 2019 related to funding requests and project advocacy are discussed in Section 2.5.

The TOD Council was presented with the following information related to funding, resources, and incentives available to facilitate TOD and the promotion of affordable housing on State lands.

2.3.1 Presentation: Financing Alternatives for TOD Infrastructure, October 2019 Andrea Roess, David Taussig and Associates (DTA)

This presentation was made in conjunction with the State TOD Planning and Implementation Project. David Taussig and Associates is examining different ways to pay for infrastructure needed to support TOD on State lands in three priority areas along the Honolulu rail corridor.

There are four buckets of financing tools, which can overlap:

- A. Diversion of Existing Revenue, such as Tax Increment Financing (TIF), Payment-in-Lieu-of-Taxes (PILOT), GET/Sales Taxes, Certificate of Participation (COP)/Lease Revenue Bonds.

- B. New Revenue Sources, such as Revenue Bonds, Community Facilities Districts (CFD), Improvement Districts, Impact Fees, General Obligation (GO) Bonds, Public-Private Partnership (P3), Grants and Loans.
- C. Outside Funding Sources, such as GO Bonds, P3, Grants, Loans, Opportunity Zone (OZ) funding, Low Income Housing Tax Credits (LIHTC), New Market Tax Credits (NMTC).
- D. Developer Incentives, such as OZ, LIHTC, NMTC.

Financing refers to raising of upfront capital, such as selling of bonds, while funding is the long-term revenue stream that is needed to pay back bonds. One of the biggest struggles is finding a financing tool. Different types of financing mechanisms are summarized below:

- Community Facilities Districts (CFD): District authorized to levy special taxes to fund public improvements or services in a specific area. It is approved by property owners.
- Utility Revenue Bonds: Municipal bonds that finance public utility projects and are secured by a specified revenue source (water, sewer fees).
- General Obligation (GO) Bonds: Public bonds backed by the “full faith and credit” of the issuing jurisdiction rather than the revenue from a given project. This is the standard tool and well accepted in the market.
- Tax Increment Revenues/Payment-In-Lieu-Of-Taxes: Property tax revenue that results from an increase in assessed value above the base year. Often called value capture.
- Public-Private Partnerships (P3): Contractual agreement between a public and private entity to deliver a service or facility (e.g. stadium, toll roads, etc.) for the benefit of the public. It transfers some of the risk from the government agency to the P3 entity.
- Impact Fees/Capacity Charges: Fee imposed on new development by a public agency to mitigate the impacts on public infrastructure. Usually, one-time fees that new development pays to connect to a system or provide schools.
- Lease Revenue Bonds/Certificate of Participation (COP): Bonds/Certificates that are repaid by income generated by the project, including lease payments by a public entity for a capital asset.
- Special Improvement Districts: District authorized to levy assessments to fund public improvements (ID) or services (SID). Similar to CFD, but without a tax.
- Sales and Excise Taxes: Tax revenue resulting from sale of goods and services.
- Grant and Loans: Including state and federal programs, such as Transportation Infrastructure Finance and Innovation Act (TIFIA), Dwelling Unit Revolving Fund (DURF), State Revolving Fund, and FTA Small Starts/New Starts.
- Opportunity Zone Funds: Funding available through federal tax incentive for investors to re-invest capital gains into Opportunity Zone Funds targeting low-income areas in exchange for temporary tax deferral and other benefits.
- New Market Tax Credits: Federal tax credit program that provides incentives to attract private investment in distressed communities.
- Low Income Housing Tax Credits: Federal and state subsidy that provides financing for low income housing by allowing investors to claim tax credits on their income tax returns.
- Establishment of dedicated TOD funding.

Factors to consider when selecting a possible financing tool include:

- Yield/Revenue Potential: Infrastructure is needed upfront, but revenue from development comes later. Can the revenue cover the costs?

- **Equity:** Is it fair? Who benefits from the infrastructure? Should all of the public pay for it?
- **Efficiency:** Is it generating revenues in a way that is not cumbersome?
- **Administrative Ease:** Is the level of effort and time needed to establish and administer the tool commensurate with the benefits of using the tool?
- **Transparency:** Good public policy suggests that the process be open and understandable.
- **Political and Legal Feasibility:** What is the political appetite for it and is the legal framework in place?

The table below compares the relative cost of various financing mechanisms.

Funding Mechanism	Cost of Capital			Timeframe for Issuance			Political Difficulty		
	Low	Med	High	Early Dev.	Mid Dev.	Post Dev.	Low	Med	High
GO Bonds	\$								
CFD Bonds	\$\$\$								
Value Capture Bonds	\$\$\$								
Revenue Bonds	\$\$								

The cost of financing is still at a record low. GO Bonds are the cheapest tool and most commonly used and are not dependent on availability of revenues coming from a specific project. The drawbacks with GO Bonds are that the project competes with other needs for GO bond funds and the State or County is limited on the amount they can issue. For CFDs, the bonds often have a provision to tax property. As a result, the development does not need to be fully constructed to sell bonds and bonds can be sold early or in the middle of the project. Kukuiula on Kauai is the only CFD established in Hawaii. Revenue Bonds are dependent on revenues from the project, such as for water and sewer projects. In some financing scenarios, CFD or GO Bonds are used initially and then are paid back through some kind of Value Capture mechanism.

With respect to the State TOD Implementation Project and financing of regional infrastructure for the TOD priority areas, the following factors will be examined in determining what the potential mix of financing and funding tools might be:

- Types of infrastructure to be funded.
- Who is responsible for infrastructure?
- When is it needed?
- Are funds already committed, planned, and/or budgeted?
- Who benefits from the infrastructure?
- Ease of implementation.

Construction of needed infrastructure in a timely manner is the goal for this effort. In TOD areas, different agencies will need to work together collaboratively and to find ways the different agencies can contribute to the provision of infrastructure shared by their projects.

Examples of Successful Shared Infrastructure Financing

Hudson Yards, New York City. Hudson Yards is an example of a Payment-In-Lieu-Of-Taxes (PILOT) utilizing a Value Capture technique. The City contributed money upfront to construct a rail station in the area because the infrastructure had to be in before any development-generated revenue would be realized. The Industrial Development Agency, the City, and developer put together an agreement to fund the projects. In lieu of paying property taxes, the property owners make bond payments over time. A negotiated payment agreement like this can be a valuable tool, especially in areas where there are many landowners and stakeholders.

Ladera Ranch, Orange County, California. This project involved public agencies working together using various financing tools to build needed public infrastructure for the community. Orange County, the school district, water district, and the toll road authority were all involved. There were multiple layers of CFDs and financing mechanisms. The County had a CFD to pay for county infrastructure, and the school district had its own CFD on top to pay for schools. The water district used GO Bonds, and the toll road authority used revenue bonds. This collaboration resulted in rates and assessments that property owners were able to pay and that allowed the developer to sell the homes being developed.

Buena Park Mall, Orange County, California. This project involved a rundown mall that needed public parking. The Redevelopment Agency and the City of Buena Park worked together to form a CFD to pay for infrastructure upfront. As property and sales tax grew, those monies offset the cost incurred to the CFD. The CFD was eliminated when the infrastructure was completed.

What does all this mean for the State and counties? To fund major infrastructure needs, agencies need to collaborate on priorities, timing, and financing tools. Often revenues will be available at the back end, but the infrastructure needs are upfront costs. Every TOD area is unique, and agencies need to work together to understand the stakeholders' priorities and regional needs. Affordable housing requirements are both a challenge and opportunity. The costs associated with building affordable units either need to be passed on to other unit buyers or paid by the government. There is also the need to understand the political appetite to issue GO Bonds, make appropriations, and/or seek other alternatives to fund improvements in the TOD areas.

2.3.2 Workshop: Public/Private Partnerships Workshop, May 7, 2019

This full-day workshop was co-sponsored by the TOD Council and the Urban Land Institute Hawaii District Council (ULI Hawaii). It was designed to inform TOD Council members, public officials and staff, and community and private stakeholders on how public private partnerships (P3) are an important tool for contemporary community redevelopment, as well as to provide participants with a better understanding of the real estate development process and how to prepare for and implement effective public-private partnerships. The ULI publication, *Successful Public/Partnerships: From Principles to Practices*, provided the framework for the workshop format: laying out how to effectively craft public-private partnerships, starting with the process of creating a shared vision to achieving public benefits through a fair, validated deal. Charles Long, one of the co-authors of the publication and a developer in the San Francisco Bay Area, was the workshop leader. The workshop included a panel comprised of Stanford Carr, Christine Kinimaka, Harrison Rue, and Jon Wallenstrom to offer private- and public-sector perspectives of opportunities and challenges to P3s in Hawaii.

Mr. Long provided an introduction on P3s, how they are structured, the elements of a successful P3, and various examples of successful P3s in the U.S. Central to the workshop was his primer on real estate finance and developer risk, including understanding developer project pro formas and how community benefits, such as affordable housing, impact project feasibility and financing gaps in a developer's pro forma. Reduction of risk and project costs and capital costs of project development are some of the key elements to successful P3. Alignment of a P3 project with a community vision and selection of a developer with the qualifications and skill set to deliver the project are also key elements.

The workshop included group work on a hypothetical case study: the potential redevelopment of the site of the existing Oahu Community Correction Center (OCCC) as part of a revitalization program for the Kalihi neighborhood. The goal of the case study work was to broaden participant understanding of what needs to be considered in making a project viable for a P3 developer and a successful P3. Each group was asked to develop recommendations for how the various stakeholders could align their visions, create a community-supported development program for the site, and examine the financial viability of that program that could lead to selection of a private developer as a partner in implementation. Many participants felt this work was helpful to better understand project risk from a developer's perspective.

2.4 TOD PLANS AND STUDIES

(4) Monitor the preparation and conduct of plans and studies to facilitate implementation of state transit-oriented development plans prepared pursuant to this section, including but not limited to the preparation of site or master plans and implementation plans and studies. [HRS § 226-63(b)(4)]

The TOD Council monitors activities related to (1) individual projects identified in the TOD Strategic Plan; and (2) regional TOD-related projects that facilitate TOD development for multiple State, county, and private landowners in an area.

2.4.1 Status of TOD Project Plans and Studies

Table 1 lists selected TOD projects with studies or project development underway. Refer to Appendix A for the status of all TOD Strategic Plan projects being tracked by the TOD Council. Information for each project can be found in individual TOD Project Fact Sheets, which are available at http://files.hawaii.gov/dbedt/op/lud/State-TOD-Strategic-Plan_FactSheets_Rev-Aug-2018_rev20190715_secured-20190823.pdf.

Table 1. TOD Projects Underway or Being Initiated in Fiscal Years 2019 and 2020

	Project ID	Agency	TOD Station/Area	Project	Status
Oahu: State	0-01	DHHL	East Kapolei	Kauluokahai Increment II-A, Multi-Family/Commercial	RFP Pending
	0-03	UHWO	East Kapolei, UHWO	UH West Oahu Long Range Development Plan	Planning
	0-06	DLNR	UH West Oahu	East Kapolei Master Development Plan	Pre-Planning
	0-07	DOE	Hoopili	East Kapolei High School	Design
	0-09	HHFDC/DAGS/DOE	Waipahu Transit Center	Waipahu Civic Center TOD Project/Proof of Concept Study	Study Completed
	0-13	SA/DAGS	Halawa	Aloha Stadium Redevelopment / Ancillary Development	Planning
	0-14	HPHA	Halawa	Puuwai Momi Homes/Conceptual Master Plan	Pre-Planning
	0-20	UH HCC	Kapalama	UH Honolulu Community College TOD Study	Completed
	0-21	HPHA	Kapalama	HPHA Administrative Offices Redevelopment	Planning
	0-22	HPHA	Iwilei	Mayor Wright Homes Redevelopment	Planning
	0-23	HHFDC/DAGS/HPHA	Iwilei	Liliha Civic Center Mixed-Use Project	Pre-Planning
	0-26	DOE/HHFDC	Kakaako	Pohukaina Elementary School	Design
	0-27	HCDA	Kakaako, Civic Center	Nahona Hale	Construction
	0-28	HCDA	Kakaako	Ola Ka Ilima Artspace Lofts	Completed
	0-29	HCDA	Ala Moana	Hale Kewalo Affordable Housing	Completed
0-30	HHFDC/JUD	Ala Moana	Alder Street Affordable Rental Housing/Juvenile Service Center	Planning	
City & County of Honolulu	0-32	CCH	Iwilei, Kapalama	Iwilei-Kapalama Infrastructure Master Plan	Planning
	0-33	CCH	Pearlridge	Pearlridge Bus Center and TOD Project	Planning
	0-34	CCH	Kapalama	Kapalama Canal Catalytic Project/Linear Park	Planning
	0-35	CCH	Chinatown	Chinatown Action Plan	Plan/Des/Const
	0-36	CCH	Waipahu Transit Center	Waipahu Town Action Plan	Plan/Des/Const
	0-37	CCH	Kakaako	Blaisdell Center Redevelopment	P3 RFP issued
	0-38	CCH	UH West Oahu, Hoopili	Farrington Highway Widening	Planning
Kauai	K-01	DAGS/COK	Lihue	Lihue Old Police Station/Civic Center TOD Proof of Concept	Pre-Planning
	K-02	COK/KHA	Lihue	Pua Loke Affordable Housing	Planning/Design
	K-03	COK/KHA	Koloa	Koae Workforce Housing Development	Construction
	K-04	COK/KHA/ HHFDC	Eleele	Lima Ola Workforce Housing Development	Construction
	K-08	COK/HHSC	Kapaa	Mahelona State Hospital/TOD Master Plan	Planning
Hawaii	H-01	COH	Keaau	Keaau Public Transit Hub	Pre-Planning
	H-03	COH	Hilo	Prince Kuhio Plaza Affordable Housing	Pre-Planning
	H-04	COH	Hilo	Prince Kuhio Plaza Transit Hub	Pre-Planning
	H-05	COH	Hilo	Ka Hui Na Koa O Kawili Affordable Housing	Planning
	H-09	COH	Kailua-Kona	Old Airport Park Transit Station, Makaeo Transit Hub	Pre-Planning
	H-10	COH	North Kona	Ulu Wini Housing Improvements	Completed
	H-12	HHFDC/COH	North Kona	Village 9 Affordable Housing	Planning
Maui	M-01	HHFDC/COM	Lahaina	Villages of Lealii Affordable Housing	Pre-Planning
	M-02	HHFDC/DAGS	Kahului	Kane Street Affordable Housing Project	Pre-Planning
	M-03	COM/HHFDC/ DAGS	Kahului	Central Maui Transit Hub	Design
	M-04	COM/DAGS/ DLNR	Wailuku	Wailuku Courthouse Expansion	Design
	M-05	COM	Wailuku-Kahului	Wailuku-Kahului Transit Corridor Master Plan	Planning

2.4.2 FY 2017 CIP-funded Projects

In 2016, the Legislature appropriated \$500,000 in CIP funds to OP for FY 2017 to undertake plans for site master planning for State lands in TOD areas on Oahu. The three projects below were selected for funding. The status of each of the funded projects is summarized below.

DAGS / Stadium Authority

\$200,000

Aloha Stadium Redevelopment & Ancillary Development—Master Plan

In-Progress

Re-programmed for preparation of a conceptual master plan for redevelopment of HPHA's Puuwai Momi Homes, to be integrated into master planning of Aloha Stadium redevelopment project. The FY 17 CIP funds were bundled with funds from \$10 million appropriated by the 2017 Legislature to procure consulting services for the Stadium master plan project. Through discussions with DAGS, Stadium Authority staff, and HPHA, the \$200,000 will be used to prepare a master plan for Puuwai Momi that would allow better physical and infrastructure integration of the property into the overall redevelopment scheme for the Stadium property. This will help ensure connectivity with other State facilities in the area, and potentially explore shared infrastructure requirements to reduce the redevelopment costs for the public housing project. The re-programmed work products are expected in 2020.

DLNR

\$200,000

East Kapolei lands—Strategic master plan

In-Progress

Strategic master development plan and infrastructure needs assessment for four parcels situated adjacent to UH West Oahu, DR Horton Hoopili lands, and UH West Oahu transit station. DLNR is exploring development opportunities capable of providing a revenue stream for its resource management and protection programs. The funds were used to expand the scope of an existing DLNR's contract to include the incorporation of TOD in the planning effort. The strategic master plan is expected to be completed by the end of 2019 and submitted to the Board of Land and Natural Resources for approval in January 2020. DLNR expects to use funds appropriated in the 2019 Legislative Session to prepare an environmental impact statement for the plan, which is targeted for procurement in 2020.

UH Honolulu Community College

\$100,000

UH HCC Campus—TOD Study

Completed

Assessment of potential TOD options in conjunction with the future transit station planned on the HCC campus (corner of Kokea and Dillingham). TOD options for the HCC campus must be aligned with the HCC higher education mission and the HCC Long Range Development Plan. The report was completed and presented to the UH Board of Regents. A presentation on the HCC TOD study findings was made to the TOD Council at its June 2019 meeting.



A planned transit station will be located at the corner of Dillingham Boulevard and Kokea Street. UH needs to plan for the station and identify opportunities to capitalize on the station. The study's intent was to build on HCC's LRDP (Long Range Development Plan) and PRU (Plan Review Use) approval. HCC's Mauka and Makai campuses are within the City's TOD Zones and all the campus areas are within a 5–10-minute walk from the rail station. The Kalihi TOD Neighborhood Plan envisions higher building heights and densities. While the Kapalama area has significant development potential, its development is challenged by infrastructure limitations and market options elsewhere. The TOD Study presents some options and concepts for consideration over the short-term (1-20 years) and long-term (20-40 years). HCC's existing LRDP and PRU modification serves as the baseline for any development scenario. Over time, Kapalama will transform into a high-density neighborhood. Short-term plans include:

1. Kokea Parking Lot 1C, an at-grade, paved parking lot.
2. Science Building, a 3-story, 48,000-square foot building housing HCC's Natural and Physical Science programs.

The 2011 HCC LRDP envisions a Media and Arts Building at Kokea-Dillingham. While the Media and Arts Building complies with the general urban form and dynamic of the existing HCC campus, the Kapalama neighborhood would likely be transformed into higher density over time. The site may be more appropriate for higher density campus-related uses. The study included a high-level conceptual illustration for a campus/public gathering place at the rail station that could complement the proposed Media and Arts Building, as well as conceptual program for a multi-story, multi-function structure that could house campus classes or programs and provide possible student, faculty, or UH workforce housing.

2.4.3 FY 2018 CIP-funded Projects

Office of Planning	\$1,000,000
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State TOD Planning and Implementation Plan, Island of Oahu	In-Progress
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In 2017, the Legislature appropriated \$1 million in CIP to OP for FY2018 to be used for master planning, site planning, and infrastructure assessments for State agency transit-oriented development projects near proposed rail stations at the TOD priority areas of East Kapolei, Halawa-Stadium, and Iwilei-Kapalama. PBR Hawaii and a multi-disciplinary consultant team with local and mainland expertise in TOD and infrastructure system design, development, and financing, was selected to provide planning and engineering services for preliminary site planning, infrastructure needs assessment, inter-agency consultation and coordination, and preparation of a State TOD Project Implementation Plan for infrastructure needed to support TOD project development in the three priority areas.

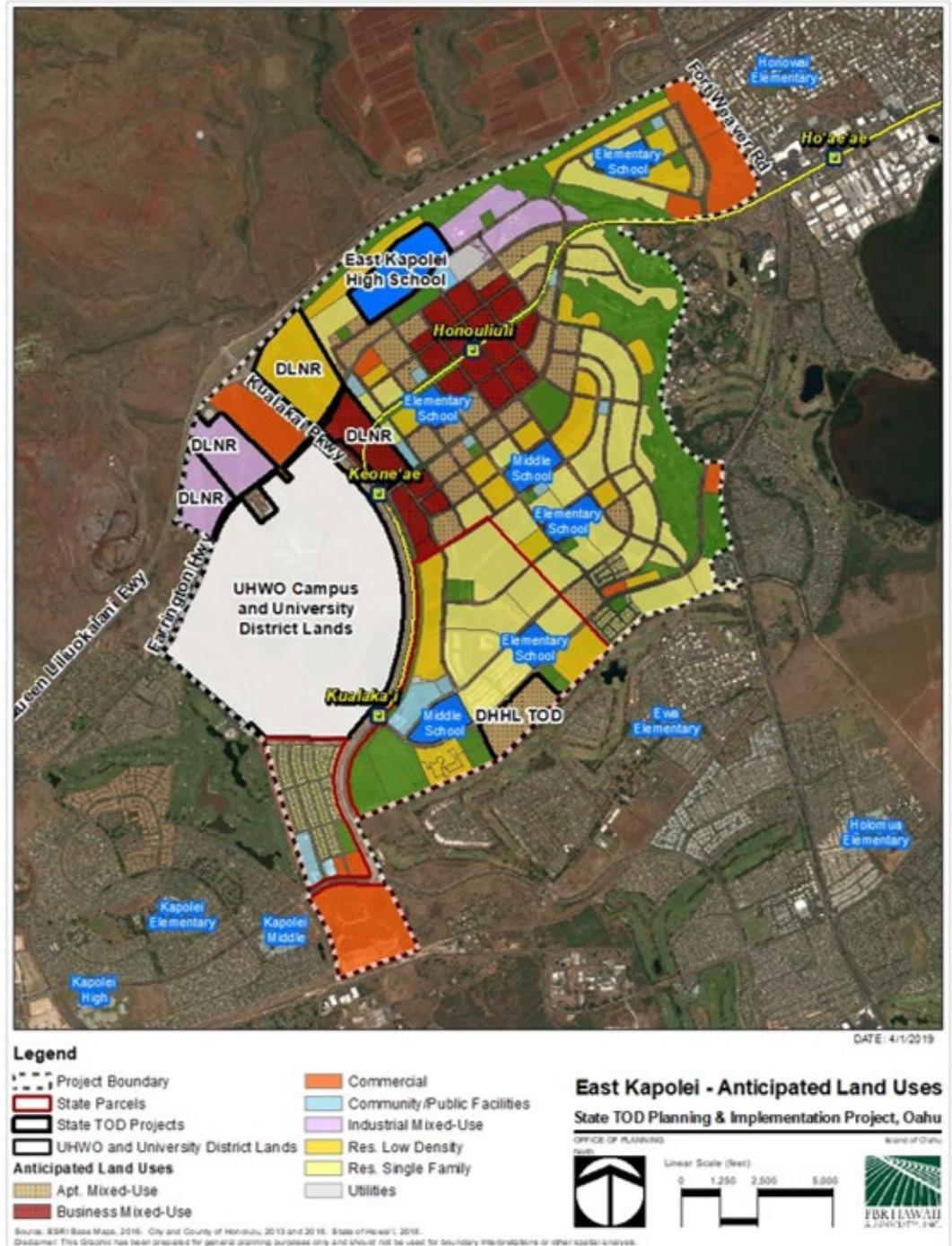
In 2019, the State TOD Planning and Implementation Project was a primary focus of effort for the TOD Council and its members. The project will be key to formulating a cohesive and integrated investment strategy that helps agencies cost-share in the provision of infrastructure for individual agency TOD projects identified in the Strategic Plan.

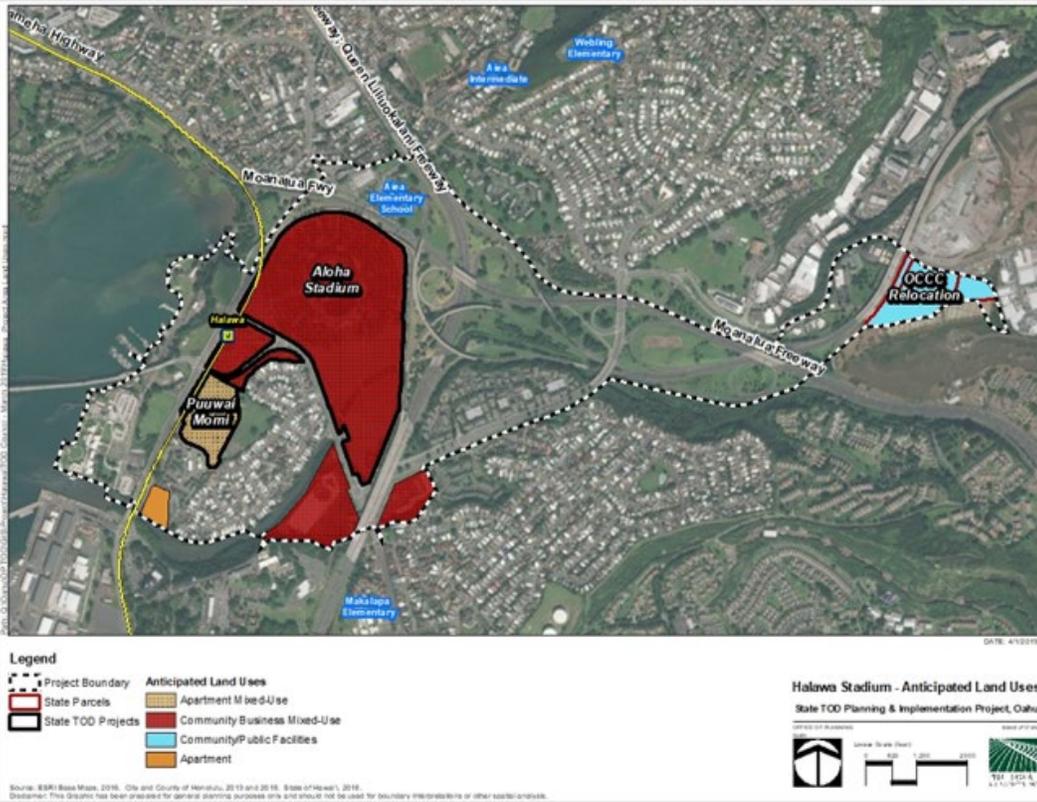
The project team worked in consultation with the three Oahu Permitted Interaction Groups and individual State and County agencies and other stakeholders to develop land use scenarios for anticipated buildout of State lands in the three TOD priority areas and assess existing infrastructure to assess and model infrastructure needs for full buildout of the three TOD priority areas. The groups reported findings from this first phase to the TOD Council in March 2019. The

second phase of the project is examining the current and expected infrastructure improvements necessary to support this projected buildout and will analyze potential cost-sharing and financing options for paying for the necessary infrastructure improvements.

The anticipated land use scenarios for each priority area are shown below. Each represents the most plausible land use pattern and density for State TOD projects in the area based on the vision, principles, and planned land use and density contained in the City's draft or adopted TOD Plan for the respective areas. The anticipated land use scenarios provide a reasonable baseline for identifying infrastructure needs and costs for State TOD buildout over time.

East Kapolei
Land Use
Scenario



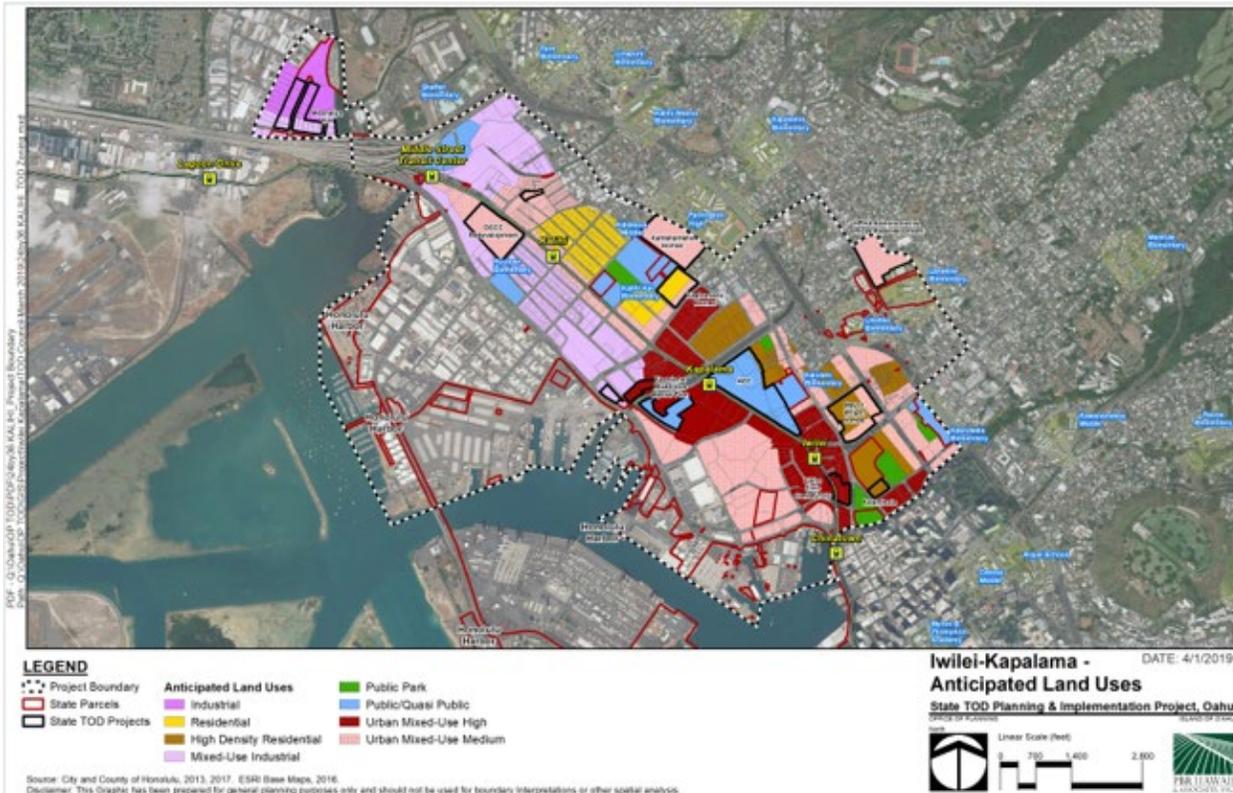


Halawa-Stadium Land Use Scenario

Two issues raised most frequently during the Halawa-Stadium charrette were the need to avoid separation of affordable and market housing and the need for connectivity in the area.

Iwilei-Kapalama Land Use Scenario

The overarching concern in the Iwilei-Kapalama area is sea level rise (SLR). At 6-foot SLR, a lot of the area makai of Dillingham Boulevard and east of Kapalama Canal will be impacted. The work on the Iwilei-Kapalama area is being coordinated with and incorporates the City's Iwilei-Kapalama Infrastructure Master Plan efforts.



Project findings and recommendations for a State infrastructure implementation plan and financial strategy for infrastructure investments necessary for State TOD projects along the rail corridor is expected in February 2020.

OP / University of Hawaii Community Design Center (UHCDC) \$250,000

Waipahu TOD Proof of Concept Project Completed

The UH CDC project team is composed of faculty members from the UH School of Architecture and Department of Urban and Regional Planning, led by Cathi Ho Schar. The aim of the course work and directed research was to provide a framework for integrative analysis and planning 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. It provided information from Tree Canopy Study, Flood Risk Mitigation assessment, and TOD Block Study performed for the project. The Waipahu Proof of Concept project is intended to be a pilot project to develop a framework for applying a similar process to other TOD areas.

Additional work on compiling the final project components and materials was completed during the summer of 2019. A supplemental presentation on one component, the State TOD Collaboration Study by the UH Public Policy Center, was made to the TOD Council in June 2019. (Findings of the State TOD Collaboration Study are reported in Section 2.6.3.) A UH CDC presentation on the final project deliverables was made to the OP and interested TOD Council members in August 2019.

DAGS / County of Kauai / University of Hawaii Community Design Center (UHCDC) \$250,000

Lihue Civic Center TOD Proof of Concept Project In-Progress

The Legislature appropriated \$250,000 to DAGS for UH CDC to conduct a TOD Proof of Concept study for a key community site. DAGS has elected to study the Lihue Civic Center area, which would incorporate redevelopment of the old Lihue Police Station site that is controlled by DAGS. The Proof of Concept study will utilize stakeholder engagement, applied research, conceptual planning, and design investigation. In addition, the project work will incorporate and complement the County's Lihue Town Center revitalization efforts. DAGS anticipates including select County properties in the study. The project is scheduled to start in 2020.

**2.4.4 Catalytic Project Presentation:
Aloha Stadium Redevelopment Project and Halawa-Stadium Area Planning**

The TOD Council was briefed on the Aloha Stadium Redevelopment Project and parallel plans and infrastructure considerations affecting stadium redevelopment and State TOD projects in the Halawa-Stadium area.

■ **City and County of Honolulu Halawa Area TOD Plan**
Harrison Rue, City Department of Planning and Permitting

This draft City TOD Plan sets the planning context for the State TOD efforts at the Aloha Stadium site and adjacent sites. Since about 80-85 percent of the land is owned by the State, the City wanted a TOD Plan that defers a lot of the decision-making to the landowner on how it should be used. The largest State land uses in the Halawa TOD Plan area are the Aloha Stadium, Puuwai Momi, and Aiea Elementary School.

Public comments from the City planning process raised concerns about having more towers, but the public was not opposed to additional density. Some of the items people suggested were:

- A retail, entertainment destination where people can enjoy themselves for couple of hours and not have to go home right after a major event.
- A working destination with jobs so that people do not have to commute to downtown Honolulu.
- Lots of open space and connectivity to existing places like the Pearl Harbor Historic Trail and museums.
- Good multimodal access and housing diversity.
- A focus on sustainability and a green network.

The draft TOD Plan proposes a density similar to what DAGS and the Stadium Authority thought was the right mix of development, including the following:

- Residential - 2,000 units.
- Retail/restaurant - 250,000 square feet.
- Office/institutional - 400,000 square feet.
- Hotel - 300 rooms.
- Entertainment/cultural - 100,000 square feet.
- Aloha Stadium - 30,000-40,000 seats.

The Halawa Area draft TOD Plan conforms to the Oahu General Plan and Primary Urban Center Development Plan. It has been forwarded to the City Council for consideration and action. The City TOD Special District zoning, which would allow denser, mixed-use development, would be adopted after the Halawa Area TOD Plan is approved by the Council.

■ **Aloha Stadium Redevelopment Master Plan**

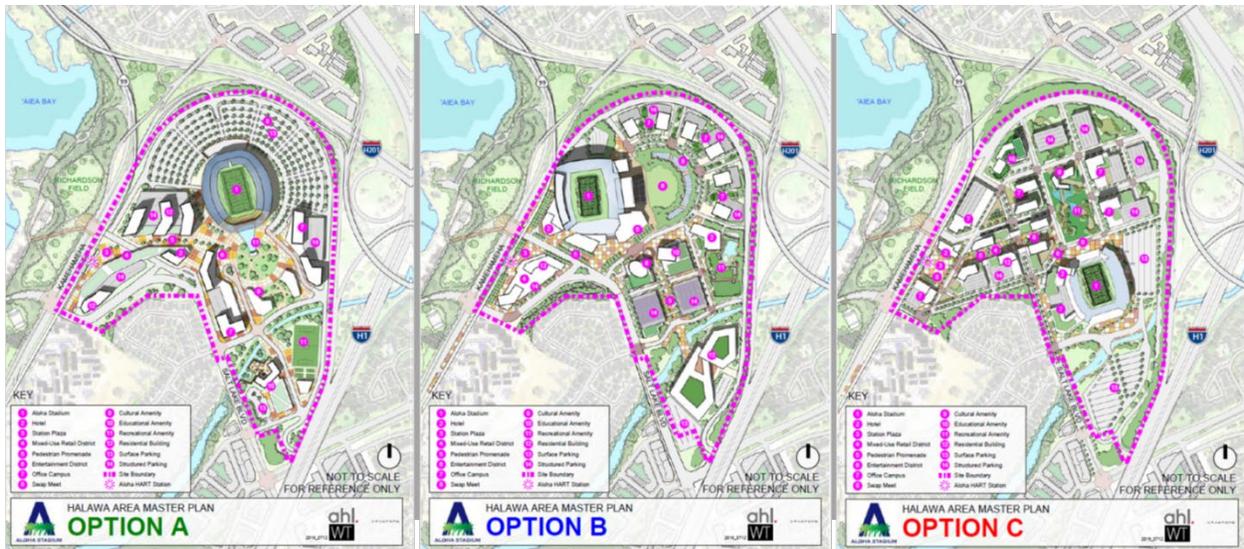
Ross Yamasaki, Aloha Stadium Authority, Chris Kinimaka, DAGS Public Works, and Adam Shaw, WT Partnership

The Authority's mission is to serve the community by bringing people together through sports, entertainment, and different activities in a manner befitting its name, Aloha Stadium. It is an important part of the community, hosting over 300 events per year. When it opened in 1975, the Stadium was a state-of-the-art 50,000-seat facility with four-moveable Corten steel stands. By the 1990s, the Corten steel was corroding faster than expected, requiring costly repairs to combat corrosion. A 2005 study estimated it would cost \$97 million to keep the stadium usable. By 2007, the stadium was locked into a football configuration. By 2014, only deferred maintenance was being done, at about \$5 million per year.

Administrators decided it was more beneficial to build a new stadium. In 2017, the federal and City deed restrictions were lifted. The Legislature appropriated \$10 million in 2017 to start planning for a new stadium. A consultant team led by Crawford Architects was hired to help DAGS and the Stadium Authority go through the planning process.

The consultant team started with a site selection study, which looked at a number of alternate sites using various criteria such as existing infrastructure, access, and public transportation. The study indicated it was best to keep the stadium at the existing location.

The Stadium Authority tasked the consultants to develop a conceptual plan to build the new stadium and surrounding area, with the aim of procuring a private partner to design and build a facility that could generate revenues to operate and maintain the stadium. The consultant group assisted in the development of a brand for the Stadium redevelopment that is being used to market the project: New Aloha Stadium Entertainment District (NASED).



In all the options, construction would be in phases over time, rather than one single master developer building the entire 100 acres. Each option is being pushed forward on a programmatic level. Preparation of an environmental impact statement for the project is now underway and is expected to be completed in 2020. A Request for Qualifications (RFQ) is targeted to be issued in December 2019 to develop a shortlist of qualified firms. A Request for Proposals (RFP) for a public-private partnership to redevelop the stadium with some limited ancillary uses is expected to be issued in early 2020. Construction is expected to start in 2021, and the new stadium is targeted to be operational by the 2023 football season.

■ **Update on Act 268, Session Laws of Hawaii (SLH) 2019 (HB 1586 CD1)**
 Aedward Los Banos, Hawaii Community Development Authority (HCDA)

Act 268 established a stadium development district comprised of the Aloha Stadium lands, under the jurisdiction of HCDA. It also appropriates \$350 million to build the stadium, which must be self-sustaining. HCDA will be working with the Stadium Authority and DAGS on how stadium redevelopment and infrastructure development will proceed.

HCDA believes that this is an opportunity to bring the Halawa district together. The Navy sees the redevelopment as a great opportunity because a lot of personnel live in the surrounding areas. Most family and friends visiting them stay in Waikiki; but they are hoping this will allow them to enjoy activities as well as stay in the area.

Key considerations for stadium district development include:

- Better distribution of traffic coming out of the stadium to prevent bottlenecks.
- Branding of the rail stop while making sure that the stadium is front and center.
- Honoring the past that made Aloha Stadium.

■ **Honouliuli/Waipahu/Pearl City Wastewater Conveyance Facilities**
 Tim Houghton, City Department of Environmental Services (ENV)

Future development of the Halawa-Stadium area—beyond the stadium redevelopment—will depend on improvements to the City’s Honouliuli/Waipahu/Pearl City Wastewater Conveyance Facilities. ENV provides wastewater services to the people of the City and County of Honolulu,

which are totally funded by Oahu ratepayers. Whenever ENV needs to expand, they charge a facility charge to connect to the system. For affordable housing projects, fees will be waived, and current rate payers will need to cover the cost.

ENV is currently under a global consent decree to upgrade its existing wastewater facilities over a period of 25 years, at a cost of \$5.2 billion program in 2010 dollars. ENV is 10 years into the decree and meeting all its deadlines. Some of the consent decree projects will simultaneously benefit TOD and housing development. The total cost of the projects to upgrade the Honouliuli wastewater treatment, collection, and transmission system is about \$1 billion. Much of these improvements must be completed before there is additional capacity to serve planned TOD development in the Halawa-Stadium area.

2.4.5 Models for Best Practices in TOD Design and Development

As resources permit, the TOD Council seeks speakers and expertise that provide examples of innovative ideas or best practices that can inform the TOD planning efforts of TOD Council members.

■ **TOD Connectivity and Green Housing TOD at Keauhou Lane, Kakaako**
Phillip Camp, hi.arch.y, llp



The Keauhou Lane project is an affordable rental housing project in Kakaako. The project benefitted from work done by Kamehameha Schools, one of the largest landowner in the area, in preparing its Kakaako Master Plan. Kamehameha Schools worked with HCDA early on in developing the master plan. The project developer also worked with HCDA early in the project. One of the benefits of early developer engagement with HCDA was that it provided the opportunity to have early reviews of different form-based code options and concepts.

The Keauhou Lane project is considered the first fully transit-oriented development in Honolulu, with a purposeful design for an enhanced pedestrian experience. Use of HCDA’s form-based code allowed the project to provide access to the public and still retain density. Twenty five percent of the site is dedicated to public open space. One important design feature is the creation of a public commercial promenade that bisects the project site, providing direct mauka-makai pedestrian and bicycle access through the project from the planned rail station to SALT once rail is operational. Another important design element was provision of a greenspace buffer between the street and the sidewalk to engage people with the retail uses at the street level.

A second-floor bridge across the public promenade connects units to the laundry area in an adjacent tower so that residents do not have to cross the public promenade. Keauhou Lane does not have parking on-site, but shares structured parking in the adjacent Keauhou Place apartment complex. The developer also incorporated bike storage on the ground floor in a prime retail corner location, which showed the developer’s commitment to connectivity and helps make the micro-housing units viable.

Another benefit of early collaboration was the ability to use innovative building techniques, such pre-cast concrete T-frames that provided structural cost savings for core plumbing. The project also has an ongoing education program that trains tenants on sustainability principles. Keauhou Lane was awarded a LEED Platinum rating under LEED for Homes Mid-Rise Construction by the U.S. Green Building Council.

The key to developing a successful TOD project is to get the “right” developer with specific experience. This means having a background in doing complex, mixed-use or TOD projects, urban development (infill project), and local experience or partners who know local costs and processes. Everyone needs to be transparent in project planning and development—all players need to be upfront about their goals and constraints.

2.5 CIP Requests to the State Legislature

(5) Review all capital improvement project requests to the legislature for transit-oriented development projects, including mixed use and affordable and rental housing projects, on state lands within county-designated transit-oriented development zones or within a one-half-mile radius of public transit stations, if a county has not designated transit-oriented development zones. [HRS § 226-63(b)(5)]

At its January 2019 meeting, the TOD Council reviewed and made recommendations to the Governor and Legislature on the following projects for CIP funding by the 2019 Legislature.

1. **LNR 101—Proj LNR906—ENVIRONMENTAL STUDIES VARIOUS PROJECTS, STATEWIDE — \$1M [Fully funded]**
DLNR Request: \$1,000,000 for preparation of Environmental Impact Statements, including for the East Kapolei Master Development Plan, approximately 175 acres of State lands surrounding the rail transit station at UH West Oahu. This appropriation also includes funding for other projects.
2. **COUNTY OF HAWAII—KEAAU VILLAGE TRANSIT HUB — \$200,000 [Not funded]**
Keaau Village Transit Hub [TOD Strategic Plan]. \$200,000 for planning of a new 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.

3. **COUNTY OF HAWAII—KEAAU VILLAGE WASTEWATER FACILITY — \$500,000** **[Not funded]**
Keaau Village Waste Water Facility [TOD Strategic Plan]. \$200,000 for planning a new waste water 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.
4. **COUNTY OF MAUI—MAUI TRANSIT CORRIDOR FEASIBILITY STUDY — \$500,000** **[Fully funded]**
County Request: \$500,000 for development of a transit corridor implementation strategy for public facility and multi-modal transportation improvements for the transit corridor connecting Wailuku and Kahului, and related civic improvement and affordable housing to increase livability of Wailuku and Kahului town centers. County of Maui has provided \$100,000 in matching funds.

2.6 Policy, Program, and Resource Recommendations for TOD Implementation

(6) Recommend policy, regulatory, and statutory changes, and identify resource strategies for the successful execution of the strategic plan. [HRS § 226-63(b)(6)]

A key strategy element in the *TOD Strategic Plan* is the establishment of tools to support TOD implementation, including the use of alternative delivery models such as P3. By letter to the 2019 Legislature dated February 1, 2019, the TOD Council recommended funding of a DAGS' request for operating funds for the establishment of a Public-Private Partnership (P3) Office in DAGS and funding for 3 staff positions (AGS-22L, DAGS-P3 Program Office, \$156,453). The letter noted TOD Council members' support for the technical assistance and training that such an office could provide to State and county agencies. The funding request was not appropriated.

At its monthly meetings during the 2019 Legislative Session, the TOD Council reviewed, discussed, and monitored 29 measures related to TOD, including appropriations bills with requests for funding for TOD projects and TOD program support.

2.6.1 Legislative Proposals for TOD-Related Policy and Program Supports

Key measures tracked in the 2019 Legislative Session included those that would:

- Establish a Public-Private Partnership Office and a State P3 Office coordinator position in DAGS.
- Establish the ALOHA homes authority to develop high-density, low-cost homes for sale to residents on State and County-owned lands.
- Exempt accessory dwelling units (ADU) within a TOD area from off-street parking requirements.
- Require HCDA to develop a TOD zone improvement program.
- Require Counties to adopt ordinances establishing a minimum housing density of 250 units per acre on State lands in the State Urban District.

Of the 29 measures tracked, the following were approved.

Bills Passed

HB 2, HD1, SD1, CD1 [Act 5, SLH 2019], appropriating funds for the operating budget of the Executive Branch for fiscal years 2019-2020 and 2020-2021.

HB 820, HD1, SD1, CD1 [Act 167, SLH 2019], requiring the Hawaii Housing Finance and Development Corporation to study and formulate a plan to implement an ALOHA homes program to provide low-cost, high-density leasehold homes for sale to Hawaii residents on state-owned lands within a one-half mile radius of a public transit station. Appropriates moneys.

HB 1259, SD1, CD1 [Act 40, SLH 2019], appropriating funds for capital improvement projects for fiscal biennium 2019–2021.

HB 1586, HD1, SD2, CD2 [Act 268, SLH 2019], establishing the Stadium Development District comprising all State land under the Stadium Authority's jurisdiction. Authorizes HCDA to facilitate the development of all State property within the District. Requires a memorandum of agreement for matters affecting the District. Directs DLNR to transfer title of stadium lands to the Stadium Authority. Subjects leases of land within the District to not more than 99 years. Authorizes the issuance of revenue bonds and general obligation bonds. Appropriates funds. Requires annual reports to the Legislature.

Resolutions passed

SR 69 SD1, encouraging the Hawaii Community Development Authority to prioritize investment in public facilities within transit-oriented development zones and the Kalealoha Community Development District in any of its statewide planning functions or involvement therein.

2.6.2 Resources for Implementation of TOD Strategic Plan: Appropriations for TOD Projects and TOD Council Support

Appropriations for TOD Projects are reported above. Funding for TOD program support for Fiscal Biennium 2019-2021 is over \$373,000, which includes base-level funding for the TOD Council Coordinator and TOD Planning Program Manager positions in OP. Act 5, SLH 2019 appropriated additional operating funds for TOD program support in FYs 20 and 21 as follows:

- \$15,000 each fiscal year to cover travel costs for TOD Council member or designees to attend TOD Council meetings or participate in TOD permitted interaction group meetings; and
- \$22,560 each fiscal year to supplement base-level funding for the TOD Program Manager position in OP.

2.6.3 Other Proposals for TOD Implementation

■ State TOD Collaboration Study

UH Public Policy Center, Colin Moore and Kenna Stormogipson

This study was conducted as part of the larger UH Community Design Center (UH CDC) Proof of Concept Project. The study examined the TOD Council's mandate and operations and offered useful insights and recommendations for improving TOD implementation and the increasing the effectiveness of the TOD Council. As the larger project focused on Waipahu, the study limits

reference to the City as a partner in TOD. However, the study findings and ideas for action are applicable to all counties in a statewide context.

Summary of Findings

- **TOD Council members agree on the importance of TOD and are willing to collaborate.**
- **The TOD Council has made planning for TOD areas more efficient and cost effective,** by sharing information and undertaking tasks that would have been difficult for any individual agency to accomplish, such as securing funding for a study on infrastructure needs for State lands along the Honolulu rail corridor.
- **The role of the TOD Council in implementation is unclear,** with members uncertain about how participation in the Council furthered the goals of TOD or helped each agency meet its own goals.
- **The TOD Council incentive structure requires modification to overcome agency interests and promote collaboration,** as it lacks incentives to facilitate negotiation or for agencies to prioritize TOD goals ahead of agency goals.
- **The State and the City both play important and interconnected roles in the TOD development process,** and support is needed from both the City and State to develop TOD projects. State and County alignment is also very important—sharing information, simplifying and streamlining processes, etc. A slowdown in one jurisdiction will impede development efforts in the other.
- **The current Capital Improvement Project (CIP) funding structure does not support TOD Council priorities or agency collaboration,** as requests for CIP funding do not appear to impact funding decisions for TOD projects.

The study suggests that one way to overcome the tension caused by competing interests among Council members is to provide dedicated TOD funding for projects. Furthermore, to be more effective in the CIP funding process, the Council needs to gain the support of individual lawmakers. Current legislative support of TOD comes from a small number of champions from the State Senate and House of Representatives. However, if a project is in their district or if housing or homelessness is an important issue for the legislator, then support could increase. As a result, there should be more opportunities for TOD Council to be more influential in the process.

The study examined three entities that have successfully addressed the funding–priority gap.

LA Metro. One lesson learned was to align their program interests with those of most interest to the public and communicate how their programs, if funded, would address those interests. Another key to their success is their centralized funding structure, from which they distribute \$6 billion annually for transit and TOD. Because this is coming out of a single, dedicated source, it increases collaboration and participation.

Hennepin County, Minnesota. The County funded their rail system first, then set up a separate funding program for TOD. Hennepin County established their Community Works Initiative in the 1990s to facilitate community development around transit to increase ridership. They also provided seed money to get projects started. Annually, their Community Works Initiative distributes about \$2 million. They also provide technical assistance for communications support, market studies, or helps package information for federal grant applications. Initially, stakeholders got involved primarily for the money, but over time, requests for technical assistance have grown. To date, the seed money and County CIP requests have totaled \$89

million, which has helped leverage more funds from state and federal sources, bringing in an additional \$90 million. This has resulted in a 9-to-1 match from the private sector, which has invested about \$800 million in communities in the Community Works program.

Charlotte, North Carolina. Leadership and organization can make a big difference in supporting TOD. As in the City and County of Honolulu, the Charlotte mayor strongly pushed TOD and established a subcabinet in the City administration that met monthly. Committed leadership probably contributed to ridership that was 67 percent higher than anticipated when the City's light rail opened in 2008.

Ideas for Action from the Study

1. **Use CIP funds to incentivize collaboration. Reward teamwork and group efforts, not just individual requests.** Awarding funding to individual agencies with TOD related projects is less effective than providing funds for inter-agency TOD projects.
2. **Work to secure funds that the Council can use as seed money to help agencies with TOD projects.** Even a relatively small budget of \$1-\$2 million could effectively reward collaborative planning and incentivize agency efforts in TOD areas. The ability to fund small requests of \$25,000-\$100,000 would have an outsized impact on agency participation and increase the role of the Council in implementation of TOD.
3. **Improve the process for communicating how CIP requests advance State TOD goals.** The TOD Council should explore ways to better inform decision-makers about how specific CIP requests support larger State policy goals. Showing how TOD requests can improve stakeholder collaboration and leverage private investments could increase the funding for TOD projects.
4. **Continue to realize efficiencies of conducting important TOD planning work as a council instead of relegating this work to individual agencies.** In a similar manner to the infrastructure plan, the Council can undertake critical market and environmental studies. Other agency needs related to TOD could be aggregated by using centralized procurement for common services such as design and engineering consulting for specific projects. This would save agencies both time and money.
5. **Create a TOD subcabinet in the Office of the Governor.** The subcabinet should be comprised of agency representatives who have the authority to make decisions about agency priorities and funding requests. This would ensure that TOD priorities are highlighted in each agency's CIP requests and have the full support of each agency's director.
6. **Explore ways that the State and county can leverage their resources and interdependence to benefit both jurisdictions, especially on State lands.**
Example #1: Provide performance incentives to the county. The State should provide performance incentives to the county for streamlining permitting processes that impact development in both jurisdictions.
Example #2: Collaborate on publicly-funded studies. When the State or county commission a study related to TOD development, the study should include information useful to both jurisdictions to avoid duplicative efforts.
7. **Increase public support by communicating the goals and positive impact of TOD to the public.** Increasing awareness of TOD and connecting it with issues of importance

throughout Hawaii—such as affordable housing, traffic reduction, and economic development—will garner more support from decision-makers.

8. **Develop a cohesive vision for the TOD Council through a concept mapping process.** Several agencies and attendees of Council meetings were unsure of the benefit of the Council or how success of the Council is being measured and evaluated. A structured concept mapping process would outline goals and objectives, strategies to achieve shared aims, and councilmembers' roles.

2.7 Assemble Fiscal and Demographic Information

(7) Assemble accurate fiscal and demographic information to support policy development and track outcomes. [HRS § 226-63(b)(7)]

In general, the TOD Council monitors fiscal conditions relative to rail and TOD projects and demographic information relative to housing in the course of TOD Council discussions and project update reports. In the next two years, the TOD Council will oversee the development of performance metrics to evaluate the economic, environmental, and social outcomes desired or expected from investment in transit and TOD.

2.8 Initiatives of Other States

(8) Consider collaborative transit-oriented development initiatives of other states that have demonstrated positive outcomes. [HRS § 226-63(b)(8)]

OP and HHFDC staff routinely scan, monitor, and research other jurisdictions' TOD initiatives for best practices as part of the support provided to the TOD Council and implementation of TOD statewide. As plan implementation proceeds, this support work will continue, and new information will be brought to the TOD Council as opportunities allow.

2.8.1 Presentations

■ Walkable Cities and Transit-Oriented Development, September 2019

Jeff Speck, Speck and Associates, L.L.C.

Walkable communities play a big role in TOD because every transit ride begins and ends with a walk. By the 1990s, planners began to realize that just having jobs and housing around rail stops does not encourage ridership because these were dead, single-use places. Planners began to incorporate mixed uses and create real neighborhoods. Sixty percent of Americans favor a neighborhood with a mix of uses including housing, stores, and other businesses. By 2010, the neighborhood conversation had evolved into walkability, which also implies neighborhood.

There are two tested ways to make a community. One is the traditional neighborhood, and the other is suburban sprawl.

The traditional neighborhood is defined in planning terms as compact, diverse, and walkable. The area around a bus stop is almost always a 5-minute walk and around a train station, a 10-minute walk. The traditional neighborhood has different places to live, work, and worship. Most of one's daily needs are available. It has a lot of streets, so no one road needs to be very big.

Urban sprawl is not compact, diverse, or walkable because the area has just one use and several main roads have the burden of moving most of the traffic. An individual is 200 percent more

likely to be hit by a car in a sprawl neighborhood than in a traditional one. Single-use areas mean more driving. This is first generation of Americans that are expected to live shorter lives than their parents. A third of them born after 2000 are expected to become diabetic. Americans have made walking useless because people drive everywhere.

Both the neighborhood and sprawl models basically contain the same things, but it is how those things are connected that distinguish the two. Comparing values in walkable urban versus drivable suburban neighborhoods:

- Urban Detroit costs 51 percent more than suburban Detroit. In Denver, a buyer pays 150 percent more per square foot in walkable neighborhood vs. drivable. In New York City, a person pays 200 percent per square foot.
- Offices are renting at a 21 percent premium in walkable urban places. During the last recession, rents in the suburban areas dipped dramatically. In cities, there wasn't much fluctuation.

People with single-use properties are realizing that mixed-use is the way to go.

If walkable neighborhoods are so highly valued, how then do planners make TOD sites more walkable? The answer is to make the walk better than the drive. The walk needs to have purpose as well as being useful, safe, comfortable, and interesting. About 40,000 people in the United States die from pedestrian accidents. Some of the keys to getting individuals to drive slower:

- Smaller block sizes and less lanes. In a California study, if average block size doubles, the non-highway fatal crashes almost quadruples.
- Smaller lane widths. As lanes get wider, drivers tend to speed more. Increased lane widths contribute to more traffic fatalities each year.
- Communities with lower density homes could install "yield or queuing streets."
- Many cities around the world are following the National Association of City Transportation Officials guidelines, which states that 10-foot lane widths are appropriate in urban areas.
- Parked cars provide a safe barrier for pedestrians and bike lanes and slows traffic down.
- Street trees also serve a similar purpose and provide environmental benefits.

TOD places need to be designed with the pedestrian in mind and as intermodal centers.

3 PLANNED ACTIVITIES

The *State TOD Strategic Plan* (revised and published in August 2018) and its TOD projects are continuously updated based on progress made by the implementing agencies. Project fact sheets are periodically updated and posted online to provide the latest project status, and new TOD projects are added as they materialize.

The TOD Council work plan for calendar year 2020 includes the following activities.

3.1 State TOD Planning and Implementation, Oahu Project Report

On Oahu, the PIGs for East Kapolei, Halawa-Stadium, and Iwilei-Kapalama will be reporting out on infrastructure costs and timing for the respective TOD priority areas—and providing recommendations for options for an infrastructure financing strategy for State lands along the

Honolulu rail corridor. PBR Hawaii and the consultant team will be providing a report to the TOD Council early next year as to findings and recommendations for financing options and further work that will be needed to move forward on an infrastructure investment strategy for these areas.

3.2 Review of FY 2021 TOD CIP Budget Requests

The TOD Council will be reviewing proposed TOD-related CIP budget requests and make recommendations for funding requests that advance identified and priority TOD projects in the 2020 Legislative Session.

3.3 Monitoring and Review of TOD-related Legislation

During the Legislative session, the TOD Council will review proposed bills for their impact on agency projects and activities, as well as bills that propose TOD-supportive policies and program tools. Testimony will be prepared as determined to be needed by the TOD Council and Council co-chairs. The Council and Council staff will follow-up as needed on any TOD-related legislation enacted.

3.4 Development of TOD Support Tools

The TOD Council will review findings and recommendations reported from the State TOD Planning and Implementation Project to determine how to expand the tools available for TOD and to create a TOD-supportive environment, which would include promotion of use of critical TOD support tools, including legislation as may be needed for:

1. Establishment of an institutional framework for TOD project implementation, P₃, and other alternative project delivery systems;
2. Expansion of financing tools; and
3. Expanded use of value capture financing tools.

Opportunity Zone Workshop for State Agencies. DBEDT and OP are working on plans for an in-depth workshop in early 2020 tailored to the needs of State agencies with lands in Hawaii's designated Opportunity Zones. The aim of the workshop is to increase public sector understanding of how to optimize the use of Opportunity Zone funds in financing State TOD projects.

3.5 Support TOD Project Implementation

3.5.1 Provide State TOD Project Coordination/Facilitation

1. Support regional Permitted Interaction Groups' work on individual and regional TOD project implementation; and
2. Support priority project CIP requests.

3.5.2 Provide TOD Policy Support and Administration

1. Review and advise on the development of data tools to monitor TOD project implementation, as well as performance metrics to monitor and assess project implementation and the alignment of TOD implementation with the key principles for State investment in the State TOD Strategic Plan.

2. Convene State and county agencies and community stakeholders, including community-based organizations, to develop a community engagement approach to be implemented in communities targeted for TOD.

Appendix A. State and County Priority TOD Projects: Project Status and Funding

Project costs, funding, and timeframes are based on information reported to the TOD Council as of December 12, 2019. Project funding in *ITALICS* is unfunded or is seeking funding.

APPENDIX A. TOD Project Status and Funding Reported to TOD Council (as of 12/12/2019)¹

State and County Priority TOD Projects, *State TOD Strategic Plan* (Aug 2018) as updated, Hawaii Interagency Council for Transit-Oriented Development

	Proj ID	Agency	TOD Station or Area	Project	Area (Acres)	Status	FY19 ('000s)	FY20 ('000s)	FY21 ('000s)	FY22 ('000s)	2019 Project Update
East Kapolei	0-01	DHHL	East Kapolei	Kauluokahai Increment II-A, Multi-Family/Commercial	33	Planning	\$ -	\$ -	\$ -	\$ -	Consultant hired to assist in preparing RFP to issue to potential developers; DHHL beneficiary consultation process in January 2020.
	0-02	UHWO	East Kapolei, UHWO	UH West Oahu University District	168	Pre-Planning					
	0-03	UHWO	East Kapolei, UHWO	UH West Oahu Long Range Development Plan	500	Planning					Funded: \$800K; In infrastructure master planning phase of LRDP update.
	0-04	UHWO	East Kapolei, UHWO	UH West Oahu TOD Infrastructure		Pre-Planning				TBD	
	0-05	UHWO	UH West Oahu, LCC, HCC	UH West Oahu Multi-Campus Housing		Pre-Planning					<i>Estimated funding required: \$80,000</i>
	0-06	DLNR	UH West Oahu	East Kapolei Master Development Plan	175	Pre-Planning				20,000	Plan should be completed and submitted to BLNR for approval in January 2020; next step, EIS (funded).
	0-07	DOE	Hoopili	East Kapolei High School	45	Design	5,000				Consultant preparing DEA; subdivision approval received September 2019 for school site; construction funding TBD.
	0-08	HPHA	West Loch	Waipahu I and Waipahu II Redevelopment	1	Pre-Planning					
	0-09	HHFDC/DAGS/DOE	Waipahu Transit Center	Waipahu Civic Center TOD Project	10	Pre-Planning			2,000		UHDC TOD Proof of Concept final report completed in 2019; funding request for master plan will be sought in 2020.
	0-10	HPHA	Waipahu Transit Center	Hoolulu and Kamalu Redevelopment	3.78	Pre-Planning					Possible group redevelopment with HHFDC, DOE, DAGS, State Library, and HPHA.
	0-11	UH-LCC	Leeward Comm College	UH Leeward Community College TOD Master Plan	50	Pre-Planning					
	0-12	HPHA	Pearl Highlands	Hale Laulima Homes	4	Pre-Planning					
Halawa	0-13	SA/HCDA/DAGS	Halawa	Aloha Stadium Property Redevelopment	99	Planning		350,000			\$10M funded for planning; FY20 funds: \$20M GF, \$180M SR bonds; \$150 GO bonds; EISPN public comment period concluded November 2019; P3 Request for Qualification to be issued in late 2019/early 2020; P3 RFP in 2020.

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0-14	HPHA	Halawa	Puuwai Momi Homes	12	Pre-Planning	\$ -	\$ -	\$ -	\$ -	Funded \$200K for conceptual master planning; possible group redevelopment with the Stadium Authority, DAGS, HCDA.	
0-15	DHHL	Lagoon Drive, Middle St.	Moanalua Kai Conceptual Plans	14	Planning					Conceptual planning completed; awaiting issuance of final feasibility report to plan redevelopment options.	
0-16	PSD/DAGS	Middle St., Kalihi	Oahu Community Correctional Center Site Redevelopment	16	Pre-Planning					Plan Review Use for Halawa relocation site is being considered by the City Council; will seek CIP funds for RFP.	
0-17	HPHA	Kalihi	Kamehameha Homes	16	Pre-Planning						
0-18	HPHA	Kalihi	Kaahumanu Homes	7	Pre-Planning						
Iwilei-Kapalama	0-19	DHHL	Kapalama	Kapalama Project Conceptual Plans	5	Planning				Conceptual planning completed; awaiting issuance of final feasibility report to plan redevelopment options.	
	0-20	UH HCC	Kapalama	UH Honolulu Community College TOD Plan	23	Pre-Planning					
	0-21	HPHA	Kapalama	HPHA Administrative Offices Redevelopment	12	Planning		2,500			Master Development Agreement executed; State EIS completed; master planning and entitlements underway; \$2,500M included as part of Governor's Supplemental Budget request.
	0-22	HPHA	Iwilei	Mayor Wright Homes Redevelopment	15	Plan/Design	4,500	4,500			Master Development Agreement executed; master planning completed; State EIS completed; design planning and entitlements underway; National Historic Preservation Act and National Environmental Protection Act Environmental clearance in progress.
	0-23	HHFDC/DAGS/HPHA	Iwilei	Liliha Civic Center Mixed-Use Project	4	Pre-Planning					Results of soil testing completed September 2019; negotiating possible street improvements of access/easement with HART.
	0-24	HPHA	Iwilei	Kalanihuia Homes	2	Pre-Planning					

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	0-25	HHFDC	Kakaako	690 Pohukaina	2	Planning	\$ -	\$ -	\$ -	\$ -	
	0-26	DOE/HHFDC	Kakaako	Pohukaina Elementary School	2	Design	20,000	20,000	<i>20,000</i>		\$4M funded for design; \$40M available for construction; additional \$30M needed to complete construction
	0-27	HCDA	Kakaako, Civic Center	Nohona Hale	0.3	Construction	37,000				
	0-28	HCDA	Kakaako	Ola Ka Ilima Artspace Lofts	1	Completed	42,500				
	0-29	HCDA	Ala Moana	Hale Kewalo Affordable Housing	1	Completed	53,000				
	0-30	HHFDC/JUD	Ala Moana	Alder Street Affordable Rental Housing/Juvenile Service Center	1.5	Planning	1,700				
	0-31	HPHA	Ala Moana	Makua Alii & Paoakalani	9	Pre-Planning					
City & County of Honolulu	0-32	CCH	Iwilei, Kapalama	Iwilei-Kapalama Infrastructure Master Plan	581	Planning		<i>20,000</i>	<i>TBD</i>		Infrastructure study has been completed, factoring in sea level rise; negotiating City/State MOU for infrastructure delivery (electrical).
	0-33	CCH	Pearlridge	Pearlridge Bus Center and TOD Project	3	Planning	3,000		<i>26,000</i>		Planning for interim bus center prior to TOD RFP.
	0-34	CCH	Kapalama	Kapalama Canal Catalytic Proj/Linear Park*	19	Planning	<i>10,000</i>	50,000	<i>TBD</i>		Updating design concepts for sea level rise; going through EIS process.
	0-35	CCH	Chinatown	Chinatown Action Plan		Plan/Des/Const		2,000			Kekaulike Transit Plaza in EIS process.
	0-36	CCH	Waipahu Transit Center	Waipahu Town Action Plan		Plan/Des/Const	4,000	4,000			Hikimoe Transit Center construction completed.
	0-37	CCH	Kakaako	Blaisdell Center Redevelopment	22	Plan/Design	<i>12,000</i>	21,000	<i>21,000</i>		Request for Qualification issued in July; Request for Proposals Pt 2 to be issued December 2019.
	0-38	CCH	UH West Oahu, Hoopili	Farrington Highway Widening	-	Planning	4,000			15,000	Going through the EIS Process.

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Kauai	K-01	DAGS/COK	Lihue	Lihue Old Police Station/Civic Center TOD Proof of Concept Project	1	Pre-Planning	\$ -	\$ -	\$ -	\$ -	FY18 \$250K funding for UH Community Design Center POC project for Lihue Civic Center Area, includes old police station site; project to start in 2020.
	K-02	COK/KHA	Lihue	Pua Loke Affordable Housing	2	Planning	2,000		<i>13,000</i>		Construction will start in February 2020.; working with DLNR to obtain more land which will allow County to build more units; homeless safe zone to be included.
	K-03	COK/KHA	Koloa	Koae Workforce Housing Development	11	Construction	44,000				Construction of 134 units is ongoing and first phase was completed in October 2019.
	K-04	COK/KHA/HHFDC	Eleele	Lima Ola Workforce Housing Development	75	Construction	19,000				Waiting on State Historic Preservation Division to give approval to begin construction of 149 units.
	K-05	UH KCC	Puhi	UH Kauai Community College LRDP/Student Housing	197	Pre-Planning					
	K-06	COK	Hanapepe	Hanapepe Infill Redevelopment		Pre-Planning					West Kauai Community Plan Update is underway, in open house phase; to be finalized in next couple of months; will provide framework for infill.
	K-07	COK/DPW	Hanapepe	Hanapepe Complete Streets Improvements		Planning	\$ -	\$ 3,000	\$ -	\$ -	Construction to start in late 2021.
	K-08	COK/HHSC	Kapaa	Mahelona State Hospital/Site TOD Master Plan	34	Planning					Going through master planning process; consultant completed 2 community planning workshops; may seek CIP funds for EIS/design.
	K-09	COK/DPW	Mahelona	Kawaihau Road Multimodal Improvements		Planning		3,500			
	K-10	COK/DPW	Koloa School	Poipu Road Multimodal Improvements		Planning					Construction set to begin 2022-2023.
	K-11	COK/DPW	Maluhia Rd	South Shore Shuttle		Pre-Planning					
	K-12	COK/DPW	Puhi Shuttle	Puhi Shuttle		Pre-Planning					Fleet and manpower will be reallocated to serve Puhi to Lihue and Hanamaulu to Lihue; partnering with Kauai Community College.

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Hawaii	H-01	COH	Keaau	Keaau Public Transit Hub	4	Pre-Planning	\$ -	\$ -	\$ 600	\$ 2,500	One of County's 2 top priorities; County will ask for CIP funds.
	H-02	COH	Keaau	Keaau Public Wastewater System		Pre-Planning					<i>2018 Plan/design/construction estimate: \$5M</i>
	H-03	COH	Hilo	Prince Kuhio Plaza Affordable Housing	7	Pre-Planning					
	H-04	COH	Hilo	Prince Kuhio Plaza Transit Hub	7	Pre-Planning					
	H-05	COH	Hilo	Ka Hui Na Koa O Kawili Affordable Housing	7	Planning					Executive Order to transfer to the County has been signed; developer completed traffic study; ground lease has been finalized.
	H-06	UH Hilo/HCC	Hilo	UH Hilo University Park Expansion/HCC Komohana Campus	267	Planning					
	H-07	UH Hilo	Hilo	UH Hilo Commercial/Mixed Use/Student Housing	36	Pre-Planning					
	H-08	COH	Kailua-Kona	Kailua-Kona Multimodal Transportation Plan		Pre-Planning					
	H-09	COH	Kailua-Kona	Old Airport Park Transit Station, Makaeo Transit Hub	14	Pre-Planning					One of County's 2 top priorities; proposal is going through the Kona Action Committee to better define project; will seek CIP funds.
	H-10	COH	North Kona	Ulu Wini Housing Improvements	8	Completed	815				Project completed.
	H-11	COH	North Kona	Kamakana Villages Senior/Low Income Housing	6	Planning					Environmental Assessment completed.
	H-12	HHFDC/COH	North Kona	Village 9 Affordable Housing	36	Planning					Environmental Assessment is being prepared; FY17 \$350K appropriated for plan/design/construction of access road.

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Maui	M-01	HHFDC/COM	Lahaina	Villages of Lealii Affordable Housing	1033	Pre-Planning	\$ -	\$ -	\$ -	\$ -	
	M-02	HHFDC/DAGS	Kahului	Kane Street Affordable Housing Project	6	Pre-Planning	1,000				
	M-03	COM/HHFDC/DAGS	Kahului	Central Maui Transit Hub	0.5	Plan/Design	650				HHFDC, DAGS, County of Maui in discussion to finalize Memorandum of Understanding (EO 3586). Maui County DOT received \$650K FY19 County funds for planning/design.
	M-04	COM/DAGS/DLNR	Wailuku	Wailuku Courthouse Expansion	3	Plan/Design					In the design phase; expected to go out to bid in June 2020.
	M-05	COM	Wailuku	Wailuku Civic Center Redevelopment		Planning					
	M-06	COM	Wailuku, Kahului	Wailuku-Kahului Transit Corridor		Planning		600			Large stakeholder meeting held in July 2019; RFP will be going out in early 2020.

12-Dec-19

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