

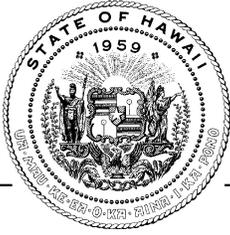
Hawai'i Interagency Council for Transit-Oriented Development 2021 Annual Report

REPORT TO THE THIRTY-FIRST LEGISLATURE
REGULAR SESSION OF 2022



Prepared pursuant to Hawai'i Revised Statutes § 226-63(b)(9) by
Office of Planning and Sustainable Development
and
Hawai'i Housing Finance and Development Corporation
Department of Business, Economic Development and Tourism
State of Hawai'i

December 2021



HAWAII INTERAGENCY COUNCIL FOR TRANSIT-ORIENTED DEVELOPMENT

DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM

DAVID Y. IGE
GOVERNOR

MARY ALICE EVANS
CO-CHAIR

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CO-CHAIR

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December 30, 2021

Aloha,

We are pleased to present the 2021 Annual Report of the Hawai'i Interagency Council for Transit-Oriented Development (TOD Council). The TOD Council is a 25-member multi-sector body charged with coordinating and facilitating State and county TOD initiatives statewide in support of affordable housing and economic opportunity in TOD communities. The key objective of the TOD Council's work is to use public lands and resources more efficiently in support of creating denser, mixed-use communities around rail stations on O'ahu and bus transit stations on the Neighbor Islands.

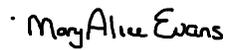
We are extremely grateful to the Legislature for its continued support of the TOD Council and the annual TOD CIP Planning appropriations, which are used to seed TOD projects statewide—projects that will lead to the production of more affordable housing and better mobility and access to transit for residents in each county. In 2021, the Office of Planning and Sustainable Development awarded \$1.5 million in Fiscal Year 2022 (FY22) TOD CIP Planning funds to the following projects.

- Līhu'e Civic Center Redevelopment Plan, County of Kaua'i
- UH-West O'ahu Non-Campus Lands Urban Design Plan Update, University of Hawai'i–West O'ahu
- East Kapolei TOD Conceptual Urban Design Plan, Department of Land and Natural Resources
- Kahekili Terrace Housing Master Plan, Maui, Hawai'i Public Housing Authority
- Pu'uwai Momi Housing Redevelopment Master Plan, O'ahu, Hawai'i Public Housing Authority
- Pāhoa Transit Hub Site Selection and Planning, Hawai'i, County of Hawai'i

This year the Council established four Permitted Interaction Groups—one for each county—that will play a critical role in the alignment of State and County TOD efforts and investments in the coming year. The Permitted Interaction Groups will also serve as the working forums for the TOD Infrastructure Financing Study to get underway early next year. The Study is funded by a set-aside of the FY22 TOD CIP Planning funds through a budget proviso in the Executive Budget. The Study will analyze various infrastructure financing tools required for planned growth in one TOD area in each county and recommend actions for implementation of the tools to fund or finance needed TOD infrastructure projects for the TOD pilot area.

We wish to thank the Legislature, our State and County partners, and each of the TOD Council members for their continued support of the work of the TOD Council. We look forward to working collaboratively with the Legislature, TOD Council members, and its many agency partners in the year ahead toward creating vibrant and sustainable TOD communities for generations to come.

Mahalo,



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



Denise Iseri-Matsubara
Co-Chair, TOD Council
Executive Director, Hawai'i Housing
Finance and Development Corporation

Enclosure

cc:

Governor David Ige
Mayor Rick Blangiardi
Mayor Mitch Roth
Mayor Derek Kawakami
Mayor Michael Victorino

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

Hawai'i Interagency Council for Transit-Oriented Development
Council Members, Designees, and Alternates
as of December 2021

Office of Planning and Sustainable Development (OPSD)

Director: Mary Alice Evans (Co-Chair)

Designee: Rodney Funakoshi

Hawai'i Housing Finance and Development Corporation (HHFDC)

Executive Director: Denise Iseri-Matsubara (Co-Chair)

Designee: Dean Minakami

Office of the Governor

Chief of Staff: Linda Takayama

Designee: Sara Lin

Stadium Authority (SA)

Chairperson: Ross Yamasaki

Designee: John Fink

Department of Accounting and General Services (DAGS)

Comptroller: Curt Otaguro

Designees: Chris Kinimaka, David DePonte

University of Hawai'i (UH)

President: David Lassner

Designees: Michael Shibata, Carleton Ching, Karen Lee

Department of Education (DOE)

Interim Superintendent: Keith Hayashi

Designees: Randy Tanaka, Roy Ikeda

House of Representatives

Representative Nadine Nakamura

Alternate: Representative David Tarnas

Department of Hawaiian Home Lands (DHHL)

Chairperson: William Aila

Designee: Darrell Ing

State Senate

Senator Lorraine Inouye

Alternate: Senator Chris Lee

Department of Health (DOH)

Director: Elizabeth Char

Designees: Lola Irvin, Heidi Hansen Smith

City and County of Honolulu (City)

Mayor: Rick Blangiardi

Designees: Harrison Rue, Dean Uchida

Department of Human Services (DHS)

Director: Catherine Betts

Designees: Malia Taum-Deenik, Joseph Campos

County of Hawai'i (COH)

Mayor: Mitch Roth

Designees: April Surprenant, Natasha Soriano, John Andoh

Department of Land and Natural Resources (DLNR)

Chairperson: Suzanne Case

Designees: Russell Tsuji, Ian Hirokawa

County of Kaua'i (COK)

Mayor: Derek Kawakami

Designees: Jodi Higuchi Sayegusa, Celia Mahikoa

Department of Public Safety (PSD)

Director: Max Otani

Designees: Maria Cook, Wayne Takara, Harold Alejandro

County of Maui (COM)

Mayor: Mike Victorino

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

Department of Transportation (DOT)

Director: Jade Butay

Designees: Ed Sniffen, David Rodriguez, Pradip Pant

Business Representative

Scott Kami, Bank of Hawai'i

Hawai'i Community Development Authority (HCDA)

Executive Director: Deepak Neupane

Designee: Carson Schultz

Developer Representative

Laura Kodama, Castle and Cooke

Hawai'i Public Housing Authority (HPHA)

Executive Director: Hakim Ouansafi

Designees: Barbara Arashiro, Benjamin Park

Housing Advocate

Kevin Carney, EAH Housing

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

Honolulu Field Office Representative: Ryan Okahara

1 INTRODUCTION

This report describes the activities and accomplishments of the Hawai'i Interagency Council for Transit-Oriented Development (TOD Council) for calendar year 2021. The report fulfills the statutory requirement in Hawai'i 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 and progress on the *State Strategic Plan for Transit-Oriented Development* no later than twenty days prior to the convening of each regular legislative session.

Over the past year, the TOD Council and its support staff have focused on advancing the role of TOD in providing a path to not only long-term economic recovery from the effects of the COVID-19 pandemic, but to smarter public investments that increase resiliency in Hawai'i's urban communities and promote more livable and equitable communities that enable all Hawai'i residents to prosper.

1.1 Hawai'i Interagency Council for Transit-Oriented Development

The TOD Council was established in 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 the previous page.

On O'ahu, the State of Hawai'i 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 is uniquely positioned to enhance O'ahu's urban environment by applying smart growth and TOD principles to revitalize

¹ Act 130, Session Laws of Hawai'i (SLH) 2016 related to the TOD Council are codified in Hawai'i Revised Statutes (HRS) §§ 226-63 and 64; the Act's sections related to the roles and responsibilities of OPSD 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
- (9) 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 session.

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 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 at the front of this report.

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

Office of Planning's New Name. Effective July 1, 2021, the Office of Planning (OP) is now the Office of Planning and Sustainable Development (OPSD). The Governor signed HB 1149 CD1 (Act 153, SLH 2021) into law on July 2, 2021. The measure renamed the Office and administratively attached the State Land Use Commission (LUC) to the renamed Office. The responsibilities and staff of the former Office of Environmental Quality Control (OEQC) were also merged into OPSD and the Environmental Quality Control Council renamed as the Environmental Advisory Council (Act 152, SLH 2021 (HB 1318 CD1)). OPSD is used for the purposes of this annual report.

2 ACTIVITIES AND ACCOMPLISHMENTS

Organization of Report. The TOD Council's activities and accomplishments for calendar year 2021 are reported in accordance with its statutory responsibilities in HRS § 226-63(b).

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 seven meetings between January and November 2021. Virtual meetings were continued pursuant to emergency declarations limiting in-person gatherings in response to COVID-19.

Membership has been maintained and updated as agency leadership and staff, elected officials, and appointed members and designees change. Three new members representing business, development, and housing interests were appointed to a term that began February 2021 and expires December 2022: Scott Kami, Bank of Hawai'i; Laura Kodama, Castle and Cooke; and Kevin Carney, EAH Housing, respectively.

2.2 Strategic Plan Formulation 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 Hawai'i Strategic Plan for Transit-Oriented Development (State TOD Strategic Plan or TOD Strategic Plan)* was issued in December 2017, with an updated version issued 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.

2.2.1 Strategic Plan Formulation/Implementation: Advisory Support

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 February 2021, 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 2021 TOD CIP budget recommendations are discussed in **Section 2.5**.

2.2.2 Strategic Plan Formulation/Implementation: Updates to the State TOD Strategic Plan and TOD Projects

The *State TOD Strategic Plan* and TOD projects contained in the Plan are reviewed and updated annually. Periodically, new TOD projects are submitted to the TOD Council for inclusion in the *State TOD Strategic Plan*. No new projects were considered in 2021.

Seventy-five (75) TOD projects have been identified in the *TOD Strategic Plan*: several have been completed, others are in the pre-planning phase, and many are in the planning and development phase. State and county agencies continued to collaborate on individual 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 June, September, and November.

Updates on key TOD projects are summarized in **Section 2.4. Appendix A** of this report provides a complete list of the State and county projects in the *TOD Strategic Plan*, with updated project status, funding, and funding gap information noted. Updated TOD Project Fact Sheets for individual TOD Projects in the *TOD Strategic Plan* are also 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.

2.2.3 Strategic Plan Formulation/Implementation: TOD Council Permitted Interaction Groups (PIG)

Affordable Housing/State TOD Implementation Work Group, O'ahu. The O'ahu PIG was established by the TOD Council to: determine the extent and availability of underutilized State lands for affordable housing and TOD in three O'ahu TOD Priority Areas; formulate action to develop these lands and update the *State TOD Strategic Plan* and priorities; and advise on a OPSD TOD Infrastructure Financing Study to be undertaken in 2023. Representative Nadine Nakamura and Denise Iseri-Matsubara are co-chairs of the O'ahu PIG.

County/State TOD Alignment and Implementation PIGs for Hawai'i, Kaua'i, and Maui. The TOD Council established three Neighbor Island county PIGs to assess and align county and State project and budget priorities to develop a joint TOD investment strategy and identify necessary actions to implement the aligned TOD strategy in each county.

The four PIGs will enable State and county agencies to collaborate on TOD implementation and TOD priorities and align State and county goals and objectives around needed TOD infrastructure investments. The PIGs will also play a critical role in the TOD infrastructure financing study: acting as the forum for the development of recommendations for financing TOD infrastructure for a TOD Pilot Area in each county. OPSD and respective TOD Council county planning designee will serve as co-chairs of the Neighbor Island PIGs and OPSD will provide staff support.

TOD Transit and Mobility PIG, O'ahu. The purpose of the TOD Transit and Mobility PIG is to review State and County transportation policies and priorities with respect to how they support TOD. It was formed to investigate if there are other models or best practices that could be adopted here to improve how transportation systems and plans support TOD and TOD objectives in each county. Co-chairs are Senator Chris Lee and DOT Highways Administrator, Ed Sniffen. The PIG will be staffed by OPSD.

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 as a forum for (1) educating its member agencies and the public on best practices, funding, and other resources to support TOD; (2) providing advocacy and facilitating access to finding and resources; and (3) assisting agencies in making individual and multi-agency requests for funding and technical assistance to the State Legislature, other funders, and decision-makers.

TOD CIP appropriations for TOD projects and activities in calendar year 2021 are reported in **Section 2.4**. Other activities related to TOD project funding requests and project advocacy are discussed in **Section 2.5**.

2.3.1 Presentations

■ Initiative to Address TOD Infrastructure Financing Issues

Representative Nadine Nakamura, House of Representatives, and Stanford Carr, Stanford Carr Development

The speakers noted that the lack of infrastructure is one of the biggest impediments to building affordable housing or mixed-use development. This is a major issue and cost item along Honolulu's rail line and transit stations as well as on the Neighbor Islands. The lack of funding, competing priorities for resources, and multiple agencies involved in planning and construction of improvements are all obstacles to providing TOD infrastructure when and where it's needed.

Regional Stakeholder Effort. Stanford Carr reported that major landowners in the Iwilei-Kapālama area—Kamehameha Schools, DHHL, Castle and Cooke Homes, Weinberg Foundation, and HHFDC—have been discussing ways to finance infrastructure in the area. HHFDC is currently working on a State infrastructure master plan project in the area. The group initially met to discuss interest in collaborating on creating a community facilities district (CFD). Everyone agreed to proceed with exploring the economic feasibility of the idea. RM Towill is looking for the optimum starting point and how to phase the infrastructure development over time. The bonds would be amortized over a 30-year period and paid back using a surcharge on real property tax. It will also allow them to explore other avenues in the capital market.

The low interest rate environment provides a great opportunity to utilize private financing to augment government funding from either the federal, State, or City sources to create a community facilities district to finance infrastructure improvement. The infrastructure needs to be ready with enough capacity for mixed-use transit-oriented development when the rail guideway comes through.

Infrastructure Financing Project Proposal. Representative Nakamura discussed a bill (HB 1130) she introduced in the 2021 legislative session for a TOD infrastructure financing study to be undertaken by OPSD. The study would look at:

- Alternative financing opportunities, project delivery, and cost recovery mechanisms;
- Most promising options based on various sites and how this would apply to O'ahu and the Neighbor Islands;
- Barriers and strategies to implementing alternative financing tools, including tax increment financing (TIF); and
- Recommendations for legislative or administrative changes to support TOD infrastructure financing tools proposed in the study.

The study was incorporated as a budget proviso in the Executive Budget, with funds to come from a \$2 million lump-sum appropriation for Fiscal Year 2022 TOD CIP planning grants. Slides for this presentation are included in a PDF posted at:

<https://files.hawaii.gov/dbedt/op/lud/20210219%20TOD%20Mtg/Rep.NakamuraHB1130SlideSrev1.pdf>

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 *State TOD Strategic Plan*; and (2) regional TOD-related projects that facilitate TOD development for multiple State, county, and private landowners in an area. The *State TOD Strategic Plan* currently includes 75 TOD projects and studies identified by the State and counties. **Table 1** on the next page lists selected TOD projects with studies or project development underway. **Appendix A** summarizes the status of all TOD Strategic Plan projects being tracked by the TOD Council. Projects are described in individual TOD Project Fact Sheets, which are available at the TOD Council website.

This section provides an update on TOD projects and studies that have received TOD CIP funding, as well as other TOD staff initiatives to enhance State TOD project implementation.

2.4.1 Projects Funded by Legislative Appropriations

Since the establishment of the TOD Council in 2016, the State Legislature has in most years appropriated CIP funds to OPSD for the conduct of TOD CIP Planning projects. The TOD CIP Planning funds are used to seed master planning or infrastructure assessment efforts that are critical to advancing TOD projects in proximity to transit nodes—with particular emphasis on projects that require multi-agency cooperation and collaboration and address State TOD objectives and principles in the *State TOD Strategic Plan*. The status of projects funded by TOD CIP Planning appropriations is summarized below.

■ FY 2022 TOD CIP Planning, Statewide [Act 88, SLH 2021, Sec 26.K.2] \$2,000,000

In 2021, the Legislature appropriated \$2 million in CIP funds to OPSD for statewide planning of TOD projects identified in the *State TOD Strategic Plan*. Six proposals requesting a total of \$2.675 million in funding were submitted. Each proposal made a compelling case for funding as each project was at a critical juncture where funding now would contribute significantly to project success. All six projects were awarded funding at a reduced level.

OPSD expects to complete execution of the agreements and contracts with the six recipients in January 2022 to enable the agencies to proceed with the procurement of consultant services in early 2022. More information on the projects is provided under the September 17, 2021 meeting at <http://planning.hawaii.gov/lud/state-tod/hawaii-interagency-council-for-transit-oriented-development-meeting-materials/>.

▶ County of Kaua'i \$350,000

Līhu'e Civic Center Redevelopment Plan, Līhu'e, Kaua'i

Preparation of a conceptual redevelopment plan for the Līhu'e Civic Center to support mixed-use development, including housing, commercial uses, and other services such as a childcare facility, and preparation of a phasing plan for redevelopment of the property. The conceptual master plan and phasing strategy will support County plans to revitalize the Līhu'e Town Core to provide much-needed affordable housing and create a civic and commercial anchor for Līhu'e Town and gathering place for the island. Conceptual schemes and a high-level

Table 1. TOD Projects Underway or Being Initiated in Fiscal Years 2022 and 2023

	Proj ID	Agency	TOD Station or Area	Project	Area (Acres)	Status	
Oahu: State Projects	East Kapolei	0-01	DHHL	East Kapolei	Kauluokahai Increment II-A, Multi-Family/Commercial	33	Pre-Planning
		0-02	UHWO	East Kapolei, UHWO	UH West Oahu University District	168	Planning
		0-03	UHWO	East Kapolei, UHWO	UH West Oahu Long Range Development Plan	500	Planning
		0-04	UHWO	East Kapolei, UHWO	UH West Oahu TOD Infrastructure		Pre-Planning
		0-05	UHWO	UH West Oahu, LCC, HCC	UH West Oahu Multi-Campus Housing (Faculty/Student/Staff)		Pre-Planning
		0-06	DLNR	UH West Oahu	East Kapolei Master Development Plan	175	Planning
		0-07	DOE	Hoopili	East Kapolei High School	45	Planning
		0-38	HDOT	UH West Oahu, Hoopili	Farrington Highway Widening	45	Design
	Halawa	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
		0-10	HPHA	Waipahu Transit Center	Hoolulu and Kamalu Redevelopment	3.78	Pre-Planning
		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
		0-13	SA/DAGS	Halawa	Aloha Stadium Redevelopment / Ancillary Development (NASED)	99	Planning
		0-14	HPHA	Halawa	Puuwai Momi Homes/Conceptual Master Plan	12	Planning
		0-15	DHHL	Lagoon Drive, Middle St.	Moanalua Kai Conceptual Plan	14	Pre-Planning
		0-16	PSD/DAGS	Middle St., Kalihi	Oahu Community Correctional Center (OCCC) Site Redevelopment	16	Pre-Planning
		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 Plan	5	Pre-Planning
		0-20	UH HCC	Kapalama	UH Honolulu Community College TOD Study	23	Pre-Planning
		0-21	HPHA	Kapalama	School Street Administrative Offices Redevelopment	12	Plan/Design
		0-39	HHFDC	Iwilei, Kapalama	State Iwilei Infrastructure Master Plan	34	Planning
		0-22	HPHA	Iwilei	Mayor Wright Homes Redevelopment	15	Planning
		0-23	HHFDC/DAGS	Iwilei	Liliha Civic Center Mixed-Use Project	4	Planning
		0-24	HPHA	Iwilei	Kalaniihulia Homes	2	Pre-Planning
	Kakaako	0-25	HHFDC	Kakaako	690 Pohukaina	2	Planning
		0-26	DOE/HHFDC	Kakaako	Pohukaina Elementary School	2	Planning
		0-27	HCDA	Kakaako, Civic Center	Nohona Hale	0.24	Completed
		0-28	HCDA	Kakaako	Ola Ka Ilima Artspace Lofts	0.69	Completed
		0-29	HCDA	Ala Moana	Hale Kewalo Affordable Housing	0.62	Completed
0-30		HHFDC/JUD	Ala Moana	Alder Street Affordable Rental Housing/Juvenile Service Center	1.5	Construction	
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
		0-33	CCH	Pearlridge	Pearlridge Bus Center/TOD Project	3	Plan/Design
	0-34	CCH	Kapalama	Kapalama Canal Catalytic Project/Linear Park	19	Design	
	0-35	CCH	Chinatown	Chinatown Action Plan		EA/Design	
	0-36	CCH	Waipahu Transit Center	Waipahu Town Action Plan		Planning	
	0-37	CCH	Kakaako	Blaisdell Center Master Plan	22	Planning	

Table 1. TOD Projects Underway or Being Initiated in Fiscal Years 2022 and 2023

	Proj ID	Agency	TOD Station or Area	Project	Area (Acres)	Status
Kauai	K-01	DAGS/COK	Lihue	Lihue Old Police Station/Civic Center TOD Proof of Concept	1	Pre-Planning
	K-02	COK/KHA	Lihue	Pua Lake Affordable Housing	2	Construction
	K-14	COK	Lihue	Lihue Civic Center Redevelopment		Planning
	K-15	COK	Lihue	Lihue Civic Center Mobility Plan		Planning
	K-03	COK/KHA	Koloa	Koae Workforce Housing Development	11	Completed
	K-04	COK/KHA/HHFDC	Eleele	Lima Ola Workforce Housing Development	75	Construction
	K-05	UH KCC	Puhi	UH Kauai Community College LRDP/Student Housing	197	Pre-Planning
	K-06	COK	Hanapepe	Hanapepe Infill Redevelopment		Pre-Planning
	K-07	COK/DPW	Hanapepe	Hanapepe Complete Streets Improvements		Design
	K-08	HHSC/COK	Kapaa	Mahelona State Hospital/TOD Master Plan	34	Planning
	K-09	COK/DPW	Mahelona	Kawaihau/Hauaala/Mailihuna Road Complete Streets & Safety		Construction
	K-10	COK/DPW	Koloa School	Poipu Road Safety & Mobility Projects (fka Poipu Multi-modal Improvmts)		Plan/Design
	K-11	COK/DPW	Maluhia Rd	South Shore Shuttle		Planning
K-12	COK/DPW	Puhi Shuttle	Puhi Shuttle		Planning	
K-13	COK/PD	Kekaha-Lihue Line	Waimea 400 (fka Waimea Lands Master Plan)	34	Planning	
Hawaii	H-01	COH	Keaau	Keaau Public Transit Hub	4	Pre-Planning
	H-02	COH	Keaau	Keaau Public Wastewater System		Planning
	H-13	COH	Pahoa	Pahoa Transit Hub		Planning
	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	Construction
	H-06	UH Hilo/HCC	Hilo	UH Hilo University Park Expansion/HCC Komohana Campus	267	Pre-Planning
	H-07	UH Hilo	Hilo	UH Hilo Commercial/Mixed Use/Student Housing	36	Pre-Planning
	H-14	HPHA/COH	Hilo	Lanakila Homes/Complete Streets/Multi-Modal Improvements		Planning
	H-08	COH	Kailua-Kona	Kailua-Kona Multimodal Transportation Plan	200	Pre-Planning
	H-09	COH	Kailua-Kona	Kona Transit Hub (formerly Old Airport Transit Station)	14	Planning
	H-10	COH	North Kona	Ulu Wini Housing Improvements	8	Des/Constr
H-11	COH	North Kona	Kamakana Villages Senior/Low Income Housing	6	Pre-Planning	
H-12	HHFDC/COH	North Kona	Kukuioia & Village 9 Affordable Housing	36	Plan/Des/Constr	
Maui	M-01	HHFDC/COM	Lahaina	Villages of Lealii Affordable Housing	1033	Plan/Design
	M-06	COM	West Maui	West Maui TOD Corridor Plan		Planning
	M-02	HHFDC/DAGS	Kahului	Kahului Civic Center Mixed-Use Complex (fka Kane St AH)	6	Planning
	M-03	COM	Kahului	Central Maui Transit Hub	0.5	Construction
	M-04	DAGS/ HHFDC	Wailuku	Wailuku Courthouse Expansion	3	Plan/Design
	M-07	HPHA	Wailuku	Kahekili Terrace Redevelopment/Master Plan	3.9	Pre-Planning
	M-05	COM	Wailuku-Kahului	Kaahumanu Ave Community Corridor Plan		Planning

15-Dec-21

redevelopment strategy will support County efforts to attract development partners in this redevelopment effort. The project will be coordinated with the FY21 TOD CIP-funded Līhu'e Civic Center mobility planning project to better serve State TOD projects and facilities in the town core.

► **UH-West O'ahu**

\$125,000

UHWO Non-Campus Lands Urban Design Plan (UDP) Update, East Kapolei, O'ahu

Update of the UHWO Non-Campus Lands UDP (November 2011) for consistency with the City's East Kapolei Neighborhood TOD special district and zoning maps for the station areas in East Kapolei, O'ahu. Non-Campus Lands include 2 key TOD areas surrounding the UHWO (Keone'ae) and East Kapolei (Kualaka'i) transit stations. The revised plan will streamline the City permit review process and provide a vision for future development of the Non-Campus Lands as well as design principles/guidelines to ensure development is compatible with the campus and supports TOD densities in the City's adopted East Kapolei TOD Plan.

► **DLNR**

\$300,000

East Kapolei TOD Conceptual Urban Design Plan, East Kapolei, O'ahu

Preparation of a conceptual urban design plan for two DLNR East Kapolei parcels in East Kapolei, O'ahu: one adjacent to the Keone'ae Rail Station; the second situated mauka and east of the Kualaka'i Parkway and Farrington Highway intersection. The urban design plan will include developing alternative site plan layouts, architectural design themes and guidelines, architectural renderings, circulation plan, and public realm improvements to provide walkable, livable mixed-use development in proximity to the HART rail station.

► **HPHA**

\$225,000

Kahekili Terrace Housing Master Plan, Kahului, Maui

Master planning & preparation of an EA for the redevelopment of a 3.9-acre portion of HPHA's Kahekili Terrace in Wailuku, Maui, to provide additional density to increase number of affordable, work force, and/or market rate housing units on the property. Project will further support & enhance the Wailuku Redevelopment Area and incorporate elements to enable safe access for pedestrians, bicyclist, motorist, and transit users within the community.

► **HPHA**

\$400,000

Pu'uwai Momi Housing Redevelopment Master Plan, Hālawā, Hawai'i

Master planning for the redevelopment of Pu'uwai Momi Housing situated adjacent to the Hālawā Rail Station and in proximity to Aloha Stadium redevelopment. The master plan will articulate the potential for redevelopment of Pu'uwai Momi into a vibrant, mixed-use community that integrates affordable housing into the urban fabric envisioned in the City's Hālawā Area TOD Plan.

► **County of Hawai'i**

\$100,000

Pāhoa Transit Hub Site Selection and Planning, Pāhoa, Hawai'i

Conduct of planning studies to inform the location, final design, and construction of a Pāhoa Transit Hub in Pāhoa Town to support a hub-and-spoke fixed route transit system for the County. The planning proposal includes site selection analysis and master planning for the transit hub, to incorporate other mobility options such as carsharing, bikesharing, and

micromobility. The project is important to improving transportation options and access for residents of the lower Puna area, one of the County's fastest growing areas. Site analysis/selection and conceptual plans will be critical to ensuring that the final location and design of the transit hub fosters and supports TOD within Pāhoa Town.

► **OPSD**

\$500,000

TOD Infrastructure Financing Study and Pilot Projects, Statewide [Act 88, SLH 2021, Sec 39]

Act 88, Section 39 sets aside at least \$300,000 of the FY22 State TOD CIP Planning Fund appropriation for the conduct of a TOD infrastructure financing study for which OPSD is responsible for procuring and managing consultant services for the study. The primary tasks are:

- Identify alternative financing tools and cost recovery mechanisms to recapture upfront State infrastructure investment;
- Examine specific financing, cost recovery, and value capture tools for a TOD Pilot Area in each county;
- Analyze barriers and strategies to implement tools for TOD; and
- Develop recommendations, including any legislation, to implement tools for each TOD Pilot Area.

The proviso requires consultation with key funding decision makers at the State and county level as identified in Act 88, SLH 2021, Section 39. This advisory group will be a forum for dialogue on findings and types of mechanisms that are needed to allocate resources and costs wisely. The TOD pilot areas identified for each county are: Iwilei-Kapālama on O'ahu; Līhu'e Town core on Kaua'i; Ka'ahumanu Community Corridor for Maui, and a segment of the Ane Keohokālole corridor for Hawai'i County. OPSD is procuring consultant services for the study and expects the project to start in March-April 2022.

■ **FY 2021 TOD CIP Planning, Statewide [Act 6, SLH 2020, Sec 4.K.1]**

\$1,500,000

In 2020, the Legislature appropriated \$1.5 million in CIP funds to OPSD for statewide planning of TOD projects identified in the *State TOD Strategic Plan*. This was the first year funds could be directed to Neighbor Island TOD projects, since previous years' funding had been limited to O'ahu.

Nine proposals requesting a total of \$3.43 million in funding were submitted. Four projects were selected for funding and project status is summarized below. More information on the proposals submitted and the four projects funded is posted under the October 13, 2020 meeting at <http://planning.hawaii.gov/lud/state-tod/hawaii-interagency-council-for-transit-oriented-development-meeting-materials/>.

► **HPHA / County of Hawai'i**

\$550,000

Lanakila Homes/County of Hawai'i Multi-Modal Transportation Project, Hilo, Hawai'i **In-Progress**

Joint proposal for planning and design for development of low-income and affordable housing units on an 8-acre area of HPHA's Lanakila Homes in Hilo, Hawai'i—incorporating the County of Hawai'i's Complete Streets and Multi-Modal Transportation elements in site planning and design to enhance "first and last mile" walking and bicycling opportunities and facilitate access to existing and planned bus facilities within Hilo town. A consultant award is pending and the notice to proceed is expected in January 2022.

▶▶ County of Maui		\$500,000
West Maui TOD Corridor Plan, Lahaina-Kā'anapali, Maui		In-Progress
<p>Planning and development of an implementation strategy for a transit corridor running along Honoapi'ilani Highway from the Lāhaina Recreation Complex to Whalers Village in the Kā'anapali Resort area. A consultant has been selected and the notice to proceed is expected to be issued in December 2021.</p>		
▶▶ County of Kaua'i		\$250,000
Līhu'e Civic Center Mobility Plan, Līhu'e, Kaua'i		In-Progress
<p>Preparation of a Civic Center Mobility Site Plan and development of parking management strategies for the Līhu'e Civic Center campus to support County TOD redevelopment at the Civic Center site and TOD on adjacent State properties. Procurement of consulting services is underway, with the project scheduled to start in early 2022.</p>		
▶▶ Hawai'i State Public Library System (HSPLS) / DAGS		\$200,000
Integrated Kahului Library/Kahului Mixed-Use Civic Center Complex, Kahului, Maui		In-Progress
<p>Planning study to identify programming needs for a new Kahului Public Library and examine possible integration of the library into the DAGS Mixed-Used Civic Center Complex site in Kahului, Maui. A consultant has been selected and the project scheduled to start in January 2022.</p>		
■ FY 2018 TOD CIP Planning, O'ahu [Act 49, SLH 2017, Sec 30.K.3]		\$1,000,000
▶▶ OPSD		\$1,000,000
State TOD Planning and Implementation Plan, Island of O'ahu		Completed
<p>The full legislative appropriation was used for master planning, site planning, and infrastructure assessments for State agency transit-oriented development projects near proposed rail stations in the State TOD priority areas of East Kapolei, Hālawa-Stadium, and Iwilei-Kapālama. Findings on the anticipated land use scenarios for each priority area, compiled infrastructure improvements and costs for infrastructure necessary to support projected buildout, and a financial analysis of various financing options for the necessary infrastructure improvements are contained in the final report and subconsultant reports posted at the TOD Council website:</p> <p>https://files.hawaii.gov/dbedt/op/lud/20200811_StateTODProjectReport/State-TOD-PIP-Proj_WebReport-w-Appendices_202007.pdf.</p> <p>The project received the American Planning Association-Hawai'i Chapter's 2021 Chapter Award for Economic Development Planning in October 2021.</p>		
■ FY 2018 Other TOD Project Appropriations		
▶▶ DAGS / Stadium Authority (SA)		\$10,000,000
New Aloha Stadium Entertainment District Project (NASED)		In Progress
<p>DAGS/Stadium Authority received \$10 million for master planning and preparation of a programmatic EIS for the approximately 100-acre NASED Project, which has a Stadium Project component and Real Estate Project component. Three development teams have been shortlisted to participate in the Stadium Project's P3 RFP solicitation. The RFP for the</p>		

Stadium Project will be issued to the short-list in 2023. A P3 RFP for the Real Estate Project was issued in October, and a short-list of development teams is to be announced for the Real Estate Project in early 2022. The programmatic EIS is being finalized. To follow the progress of the Aloha Stadium Redevelopment project, visit the NASED website, <https://nased.hawaii.gov/>.

▶ DAGS / University of Hawai'i Community Design Center (UHCDC) \$250,000

Līhu'e Civic Center TOD Proof of Concept Project In-Progress

The Legislature appropriated \$250,000 to DAGS for UHCDC to conduct a TOD Proof of Concept study for a key community site. DAGS selected the Līhu'e Civic Center area to examine TOD potential of the State-owned former Līhu'e Police Station site. The project work will incorporate and complement the County's Līhu'e Town Center revitalization efforts. Stakeholder engagement and work on preliminary concepts is scheduled to start in early 2022.

▶ OPSD / UHCDC \$250,000

Waipahu TOD Proof of Concept Project Completed

■ FY 2017 TOD CIP, O'ahu [Act 124, SLH 2016, Sec 5.K.1.01] \$500,000

In 2016, the Legislature appropriated \$500,000 in CIP funds to OPSD for FY 2017 to undertake plans for site master planning for State lands in TOD areas on O'ahu. Project status is summarized below.

▶ DAGS / Stadium Authority \$200,000

Aloha Stadium Redevelopment and Ancillary Development: Pu'uwai Momi Scoping In-Progress

The funds were bundled into the DAGS/Stadium consultant contract for the New Aloha Stadium Entertainment District (NASED) Project, and later re-programmed to develop preliminary plan schemes and a market study for redevelopment of HPHA's Pu'uwai Momi Homes, as well as alternatives that could distribute the total anticipated HPHA units throughout the three-phased NASED project area. This was done to facilitate integration of the overall redevelopment scheme for State lands in the Halawa rail station area. Alternative conceptual HPHA housing schemes have been prepared and additional work on a highest-and-best-use market study of the Pu'uwai Momi parcel and supplemental studies related to traffic and environmental impacts is anticipated to be completed by early 2022.

▶ DLNR \$200,000

East Kapolei lands—Strategic master plan Completed

DLNR has contracted with a consultant team to prepare a programmatic environmental impact statement (EIS) for the approved plan, which covers four DLNR parcels situated adjacent to UH West O'ahu, DR Horton Ho'opili lands, and UH West O'ahu transit station. Work on the EIS is underway, and work on an urban design plan for the two TOD parcels, funded this year by a FY22 TOD CIP planning grant, will start in early 2022.

▶ UH Honolulu Community College \$100,000

UH HCC Campus—TOD Study Completed

2.4.2 Other TOD Project Initiatives

Mixed-Use Library Projects. OPSD TOD staff continues to work with the HSPLS, DAGS, and County of Hawai'i on exploring the potential for co-locating and integrating public library facilities in projects with other uses, such as affordable housing, other government services, and commercial and other community uses—especially in proximity to transit hubs. Over the last decade, public library systems across the U.S. have been reimagining and co-locating their libraries to provide housing and serve as community hubs.

The HSPLS Kahului Library Study funded in 2020 and the Pāhoa Public Library/Pāhoa Transit Hub Site Selection and Planning project funded in 2021 are the first efforts to determine how this integration could be done in Hawai'i. Similar opportunities will be explored in Phase 2 master planning underway at the Samuel Mahelona Memorial Hospital TOD project site at Kapa'a, Kaua'i.

Mobility Hub Education and Outreach. OPSD TOD staff collaborated with staff of the State Climate Change Adaptation and Mitigation Commission to provide information on mobility hubs to State and county TOD Council members and county transit agencies. Section 2.6.3 provides a summary of a mobility hub presentation to TOD Council members organized by a VISTA Americorps Volunteer placed in the Hawai'i State Energy Office.

2.5 Review of CIP Requests to the 2021 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)]

The TOD Council reviewed the following projects for CIP funding by the Governor and Legislature. OPSD and HHFDC briefed key legislators on the requests for CIP funding and transmitted recommendations on the funding requests to the Legislature in January 2021.

- 1. BED144—STATEWIDE TOD PLANNING – FB22-23, \$2M each year [FY22 Funded]**
OPSD Request: \$2 million for Statewide planning and coordination (BED144) for certain transit-oriented development (TOD) projects identified in the State Strategic Plan for Transit-Oriented Development. Funds would be used for planning and feasibility studies, master plans, infrastructure assessments, cost estimation, preparation of environmental review documents as needed to advance TOD priority projects identified in the State TOD Strategic Plan, including support for coordination and collaboration of State and county agencies to plan and implement key projects.
- 2. BED160—DWELLING UNIT REVOLVING FUND (DURF) INFUSION, STATEWIDE – FY2023, \$20M [Funded]**
HHFDC Request: \$20 million enable and support multiple State TOD and affordable housing projects. The Dwelling Unit Revolving Fund 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. The proposed use of DURF funds has been coordinated with the HPHA and county housing agencies in facilitating the development of affordable rental housing. Act 132, SLH 2016 broadened the uses of DURF to also fund State regional infrastructure in conjunction with housing and mixed-use TOD projects.

3. **BED160-RENTAL HOUSING REVOLVING FUND (RHRF) INFUSION, STATEWIDE – FY2023, \$25M [Funded]**
INFUSION, HPHA School Street Senior Affordable Housing, O‘ahu – FY2022, \$40M [Funded]
HHFDC Request: FY2023, \$25 million; FY2022 and FY2023, \$38 million infusion to replace funding from conveyance taxes during this period; and FY2022, \$40 million for HPHA School Street Senior Affordable Housing, O‘ahu. The Rental Housing Revolving Fund (RHRF) provides “Equity Gap” low-interest loans to qualified owners and developers constructing affordable housing units. Funds may be used to provide a loan for the development, construction, acquisition, preservation, and substantial rehabilitation of rental housing units.

Other TOD-related CIP Project appropriations approved this session (Not included in the list of TOD CIP items recommended to the Legislature for FY 2022):

- **SUB501 – County of Kaua‘i.** FY2022, \$9.85 million: Water improvements that benefit the Waialua-Kapa‘a area, including the Samuel Mahelona Memorial Hospital TOD Project site; and
- **HHL602 – Department of Hawaiian Home Lands.** FY2022, \$2 million: 250-unit multi-family residential rental complex in East Kapolei (TOD project Ka‘uluokaha‘i Increment II-A, Multi-Family/Commercial). FY2022/FY2023, \$5.132 million: East Kapolei TOD and Telcom Infrastructure.

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)]

The TOD Council provides a forum to consider and advance policy, program, and regulatory tools and resource strategies that would support successful TOD planning and implementation statewide. It does so by monitoring and advocating for TOD-related legislative proposals and TOD funding requests, educating its members on models and best practices that would contribute to a more TOD-supportive environment, and undertaking research or studies as resources allow to establish appropriate policies and program tools for effective TOD implementation.

2.6.1 Legislative Proposals for TOD-Related Policy and Program Supports

During the 2021 Legislative Session, the TOD Council reviewed, discussed, and monitored approximately 30 measures related to TOD, including appropriations bills with requests for funding for TOD projects and TOD program support.

Key measures tracked in the 2021 Legislative Session include the following.

- Specify that the cost of regional infrastructure improvements made by the HHFDC may be assessed against transit-oriented development projects specially benefiting from the improvements, as determined by the corporation.
- Require the OPSD to hire a contractor to, among other things, identify and assess alternative financing, project delivery, and cost recovery mechanisms to recapture the State's upfront investment in transit-oriented development infrastructure.
- Establish the O‘ahu Community Correctional Center site redevelopment working group to bring together State and county agencies, private entities, and broader Kalihi community.
- Establish the stadium development district special fund.

- Require the HCDA to develop a transit-oriented development zone improvement program.
- Require at least one hundred thousand housing units be developed near the rail station nearest to the Aloha Stadium.
- Establish the Office of Public-Private Partnership and the position of State public-private partnership coordinator.

Of the measures tracked, the following were passed and four were enacted into law.

Bills Passed

HB 200, HD1 SD1 D1 [Act 88, SLH 2021]. Appropriates funds for the operating and capital improvement budget of the Executive Branch for fiscal years 2021-2022 and 2022-2023. (CD1). Also, language from HB 1130, HD2 SD2 was included as a proviso in the budget bill.

HB 1348, HD2 SD2 CD1 [Act 146, SLH 2021]. Establishes the Stadium Development Special Fund. Clarifies the role of the SA and HCDA in the development of stadium lands. The bill also expands SA powers and duties.

SB 225, SD21 HD1 CD1 [Act 95, SLH 2021]. Allows HHFDC to assess infrastructure costs from the projects that benefit from DURF infrastructure subaccount funding of infrastructure improvements. It also requires the TOD Council to review and make recommendations on applications for use of subaccount funds on TOD-related infrastructure projects.

SB 1402, SD2 HD1 CD1 [Act 131, SLH 2021]. Requires the DOT to create motor vehicle, bicycle, and pedestrian highway and pathway networks.

SB 140, SD2 HDs CD1. Establishes a transit-oriented zone development improvement board within HCDA to develop a transit-oriented development zone improvement program to foster community development statewide by strategically investing in public facilities. Not enacted.

2.6.3 Presentations on Models / Best Practices for TOD Design, Development, Implementation

As opportunities arise, TOD Council members are presented with information on practices and approaches that influence effective TOD-supportive policies and regulations, or highlight resources, mechanisms, and approaches that could be applied to address barriers to successful statewide TOD planning and implementation or serve as models for individual TOD project implementation. Presentations related to best practices and other models are summarized below.

■ ALOHA Homes Implementation Study

Kenna Stormogipson/Study Team, Hawai'i Applesseed Center for Law and Economic Justice/Hawai'i Budget & Policy Center

Act 167, SLH 2019 charged HHFDC with studying and formulating a plan to implement an "affordable, locally owned homes for all" (ALOHA) Homes program. The focus of the proposed program was intended to be low-cost, high-density leasehold homes for sale to Hawai'i residents on State lands within a half-mile of a public transit station. HHFDC selected the project team to conduct the study. The project team findings are summarized here.

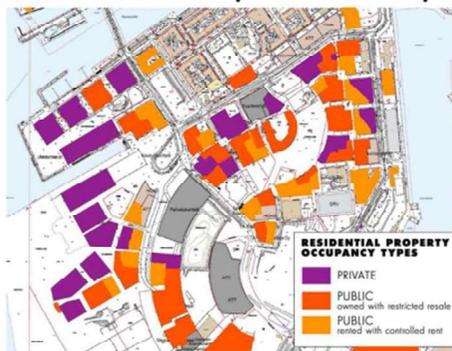
The ALOHA Homes proposal was based on Singapore’s Housing Model, which has been very successful in providing homeownership with over 90 percent of its residents owning a home. Eighty percent of housing is state-financed- and -built. The government provides subsidies to those unable to purchase housing. Singapore emphasizes homeownership with a 99-year lease rather than rental housing.

Singapore has been able to maintain an adequate supply of housing, in part because of lower labor and construction costs and central government control over land use and development—factors that would be difficult to replicate in Hawai‘i. In Singapore, it costs between \$125 to \$150 per square foot to build. This is less than half the price experienced in the islands. The other is a strong central government, which engages in top-down land use planning and development. As a result, Singapore built over 15,000 homes in 2013 and over 30,000 units in 2017, with the average per unit re-sale price remaining flat at about \$300,000.

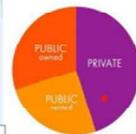
The study team found two locations, Helsinki, Finland and Vienna, Austria, that are more similar to Hawai‘i, which have been successful in providing affordable housing. Both have western-style citizen engagement, strong labor unions, and high construction costs. The cost per square foot is \$325-400 in Helsinki and \$250-300 in Vienna. In Finland, private market housing can be sold at any price. However, public housing, either rented or owned, is essentially restricted or controlled and stays affordable for the life of the building. All neighborhoods are a mix of 50 percent private and 50 percent public housing.

Helsinki, Finland and Vienna, Austria– more similar

JÄTKÄSSARI, HELSINKI, FINLAND



PUBLIC VERSUS PRIVATE AFFORDABLE HOUSING



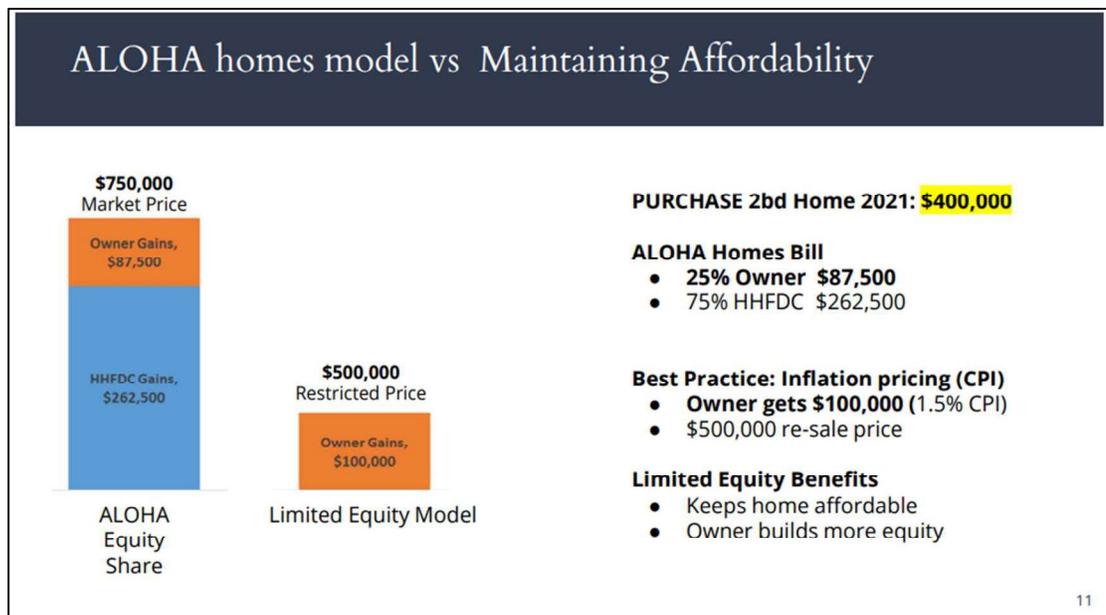
- Citizen engagement (NIMBY)
- Strong labor unions
- High costs of construction
 - Helsinki \$325-\$400/sq ft
 - Vienna \$250-\$300/sq ft

8

Source: Hawai‘i Appleseed Center for Law and Economic Justice/Hawai‘i Budget & Policy Center

The key is maintaining affordability. Between 2008-2019, there were about 7,300 for-sale homes in Kā kā`āko. Initially, 26 percent were affordable due to inclusionary zoning practices with 1,850 units priced below-market. However, affordable units now make up 9 percent (637) of existing housing stock, and it’s going to be even lower at 3 percent by 2025. The bulk of for-sale affordable homes were lost due to the expiration of the 5-year affordability period. It is very unlikely these units will be replaced.

One of the solutions to this is to restrict the re-sale price. The original ALOHA Homes bill had an equity share approach, which meant that the home would still sell at market rate (see the graphic below). In this example, HHFDC would receive 75 percent and the owner would receive 25 percent. Another approach is the Limited Equity Model similar to land trust models or DHHL practice. When a person sells the property, the individual does not get to sell it at market rate, but the owner can still earn equity. The price can be restricted so that it stays in line with wages and goes up with inflation. For example, if a home is purchased in 2021 for \$400,000 and sold for \$750,000 in the Aloha Homes Equity Share Model, the owner gains \$87,500 and HHFDC would earn \$262,500. However, in the Limited Equity Model, the sale price would be restricted to the original purchase price plus an amount indexed to the inflation rate. So that the sales price might be \$500,000, and the owner's gain is \$100,000. The next owner would be able to purchase the housing unit for \$500,000. Although HHFDC would not receive any revenues, the housing unit would remain more affordable.



Source: Hawai'i Appleseed Center for Law and Economic Justice/Hawai'i Budget & Policy Center

The report focused on for-sale affordable housing. No region in the country is doing a good job in this area. These units are available to 80-120 percent of Area Median Income (AMI). It is a real challenge to construct homes in this cost range. The study team looked at a lot of pro formas that used low-income housing tax credits and found that they produced a lot of units for rent at a tremendously high cost. The study team recommends the following measures for for-sale housing.

- **State Land Contribution.** In many cases, Low-Income Housing Tax Credit (LIHTC) projects include the cost of land, which the study team determined generally adds \$100,000-150,000 per unit. The State should make land available for affordable housing through long-term leases.
- **Off-Site Infrastructure.** The infrastructure cost for the affordable housing component can be zero or very low cost. The planning process needs to make sure it protects affordable housing from a disproportionate allocation of infrastructure costs.

- Streamlined Entitlement. One way to reduce costs is to streamline the entitlements for affordable housing. It should be “by right” since many of the TOD zones are already envisioned for growth through an area’s planning process.
- Financing. Most of the affordable housing financing is done through LIHTC in Hawai‘i and across the country. The most straightforward and cost-effective means of financing affordable for-sale housing is to use taxable mortgage revenue bonds. Another option is to have a local bank provide the construction financing, and in exchange, they could be the first in line to finance mortgages.

By doing all of these, the study team believes that the construction cost can be reduced substantially and make units affordable to moderate income range (80-120 percent AMI) individuals. No LIHTC and extra time would be required.

Off-site infrastructure improvements need to be financed and handled separately. This will remove a huge cost burden for affordable housing. It can be done in several ways, including continuing to have market-rate housing pay its fair share or just eliminate any cost obligations. Other approaches include the use of community facilities districts (CFD) (most common and progressive), General Excise Tax (GET)/sales tax (less common, more regressive), and federal dollars. These would be on top of existing Real Property Tax revenues (RPT). Another possibility is to use a portion of current RPT for off-site infrastructure improvements.

The study team conducted a focus group to find out how residents felt about different affordable housing issues. Focus group sentiments are summarized below.

- Owner-occupancy enforcement. People were against any high-tech solutions. They suggested having one person assigned to handle all the information to ensure compliance.
- Preferences and set asides for target groups such as elderly and houseless. There appears to be greater support for set-asides than preferences.
- Income limits. All U.S. cities have income limits ranging from 80-150 percent AMI. Even Singapore has income limits. Their recommendation for the project is 140 percent AMI.
- Future Tenant Involvement. Focus group members overwhelmingly support involvement in the planning, design, and management of future projects. In Helsinki and Vienna, they have very active tenant associations that participate in the management of these housing units. Locally, Pu‘uhonua O Wai‘anae is good example where residents are very active in planning and design. These practices can be integrated into a future ALOHA Homes Project.
- Leasehold Housing. The focus group was very interested in this housing model. They saw it as a great best practice to incorporate because it provided stability, financial gain, and the ability for family members to pass down housing to future generations.
- State lands long-term leases. Currently, leases are typically 65-years long. There is a strong feeling among Native Hawaiians that ceded lands or “5B Lands” should not be given 99-year leases, especially with automatic extensions to existing leases. More consultation with Native Hawaiian groups is needed. The Office of Hawaiian Affairs’ position is that 99-year leases on after-acquired lands or “5c Lands” are okay

for housing. These are lands that were set-aside for the Department of Education, etc.

If ALOHA Homes were to be implemented, it would benefit middle-income individuals who cannot afford most market-priced homes. Current demand in this group is about 5,000 households. It is a middle-step between renting and ownership because it builds wealth and provides stability. This is not an overall solution to the affordable housing crisis. However, it would be a good step forward.

Unfortunately, individuals earning 80 percent and below AMI are going to be left out of this program. Over half of the housing need is in this category.

The study team recommended the following next steps.

- Stewardship support. This focuses on enforcement of occupancy and the resale of units. Many cities and counties employ a non-profit to provide this stewardship of homes.
- Use of mortgage revenue bonds. These are available, but have not been used for affordable housing in Hawai'i.
- Pilot Project. Identify suitable State land to do a feasibility study to apply these recommendations.

The focus groups demonstrated that there is demand for affordable leasehold ownership and interest in an ALOHA Homes Program. Although there would be a State contribution, it can be done without using general funds. Elements of the proposal have the potential to fulfill an important housing need.

In its review of proformas of LIHTC projects in Hawai'i, the study team noted that as much as 10 percent is allocated to developer fees, which is generally higher than that of mainland projects. LIHTC adds a lot of cost due to waiting for financing. With the "by right" (streamlined entitlements), taxable mortgage revenue bonds, shared allocation of infrastructure costs, and 65-year leases, costs could be reduced drastically. Another area that needs to be improved is management of projects. This is something that can be worked out through a pilot project.

A PDF of the presentation is posted at:

<https://files.hawaii.gov/dbedt/op/lud/20210618%20TOD%20Mtg/20210618%20TOD%20Meeting/ALOHAHomesBoardPresentation.pdf>

■ **ALOHA Homes Proposal, Senate Bill 1**
Senator Stanley Chang, Hawai'i State Senate

The ALOHA Homes Proposal (Senate Bill 1) was introduced during the 2021 legislative session and is similar to the ALOHA Homes Implementation Study. Bill features include:

- Need for high-density construction;
- Use of State-owned lands near rail stations, under 99-year leases;
- An unsubsidized sale price of \$400,000. Current market price is \$569,000;
- Restriction of buyer eligibility to Hawai'i residents and owner-occupants who own no other real property; and

- No first-time homebuyer requirement.

“Many of the provisions proposed in the ALOHA Homes model would have the potential to address [the] housing needs of middle-income earners that are currently priced out of the housing market and have very limited opportunities for homeownership.”

- High density construction
- State-owned lands near rail stations
- 99 year leases
- Unsubsidized sale price: \$400,000
 - Current market price: \$569,000
- Buyer eligibility: Hawaii residents, owner-occupants, own no other real property
- No first time homebuyer requirement
- Mixed use: ground floor retail
- Consistently build enough to meet demand
- No new taxes
- No development of agricultural, conservation land
- No redevelopment of existing residential communities
- Priority to those impacted by development
- Limit windfall profits
- Prohibit overseas investors
- Enforcement of owner-occupancy
- Walkability-focused urban planning
- Demand for leasehold housing

Source: Senator Stanley Chang

The proposal would not require any new taxes and give priority to those who suffer the greatest impact. New development should not occur on agricultural or conservation land, but where communities currently exist. Homes need to be built consistently to meet the demand of the people of Hawai'i.

Hawaii's severe housing shortage has existed for generations. Since the start of the pandemic, the price of homes has hit record highs on all islands. For instance, the median sale price on the island of Hawai'i increased 35.1 percent, Kaua'i climbed 45.6 percent, Maui rose 29.9 percent, and O'ahu went up 22.7 percent.

During the pandemic, Hawai'i's had zero demand from vacation rentals, Airbnbs, and overseas investors. The median single home price on O'ahu reached \$985,000, even with the highest unemployment rate in the country. This underscores the need to focus on supply-side solutions. One of the predictable impacts of high housing costs is four straight years of population decline, which appears to be accelerating.

Current home construction is priced like private school education: it is expensive and for the few. There needs to be a public school-like option for housing that is inexpensive and available to all residents, with every generation having the right to live in Hawai'i. Hawai'i produces about 11,000 high school graduates per year, but only 2,000 housing units are built each year. Housing production needs to be quintupled on a statewide basis to meet demand. This is the purpose of the ALOHA Homes proposal and what State and county government should focus on to provide affordable housing.

A PDF of the presentation is posted at:

<https://files.hawaii.gov/dbedt/op/lud/20210618%20TOD%20Mtg/20210618%20TOD%20Meeting/SenatorChangTODCouncilPresentation2021-06-18.pdf>

■ **Multi-Modal Mobility Hubs**

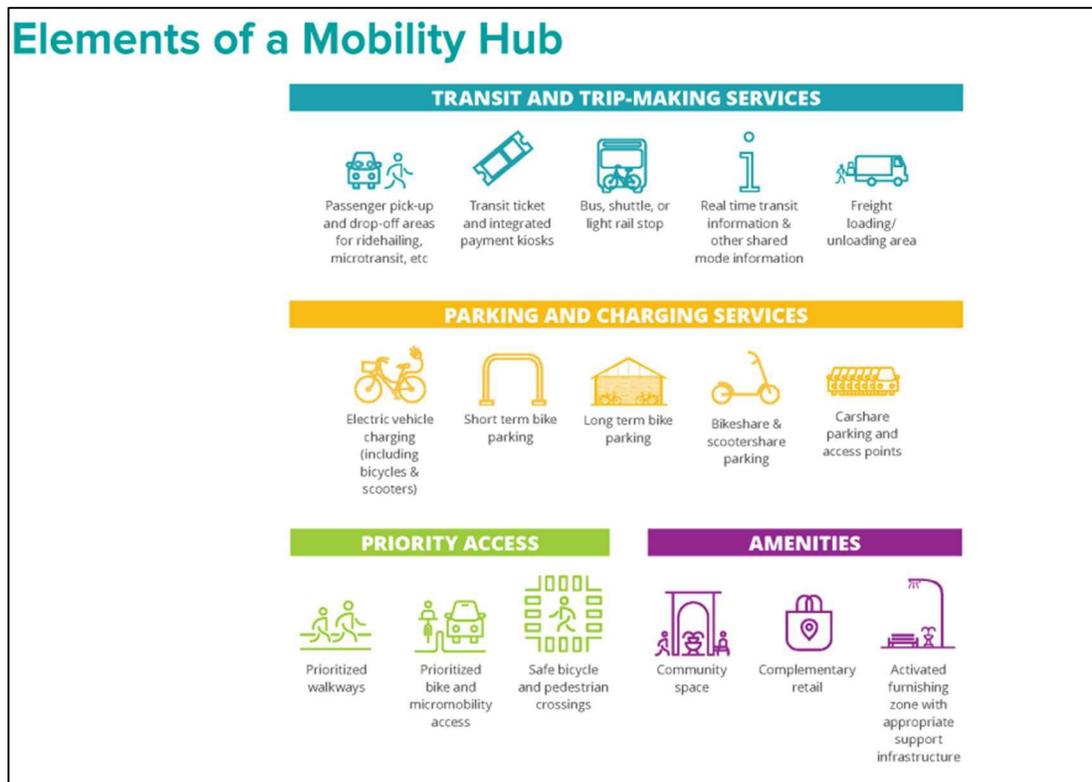
Jean Crowther and Derek Abe, Alta Planning + Design (Alta)

A mobility hub is defined in the TOD context as “a location where mobility options are intentionally linked to transit-oriented development and amenities to make getting around more convenient, seamless, and enjoyable for the purpose of advancing mobility, climate, and equity goals.”

This presentation stressed the importance of urban design in making sure the competing and complimentary uses fit together. Some of the design decisions for mobility hubs are:

- Integration of at least two transportation services with different land uses like housing, office, and commercial development;
- Being cognizant of all the ways a person might reach the site;
- Repurpose/retrofit of existing public facilities in many cases;
- Creating sense of place with human-centered design;
- Locally relevant and context sensitive program and amenities;
- Fair and equitable access, including universal design; and
- Cohesive, intentional design that is flexible/adaptable to evolving needs.

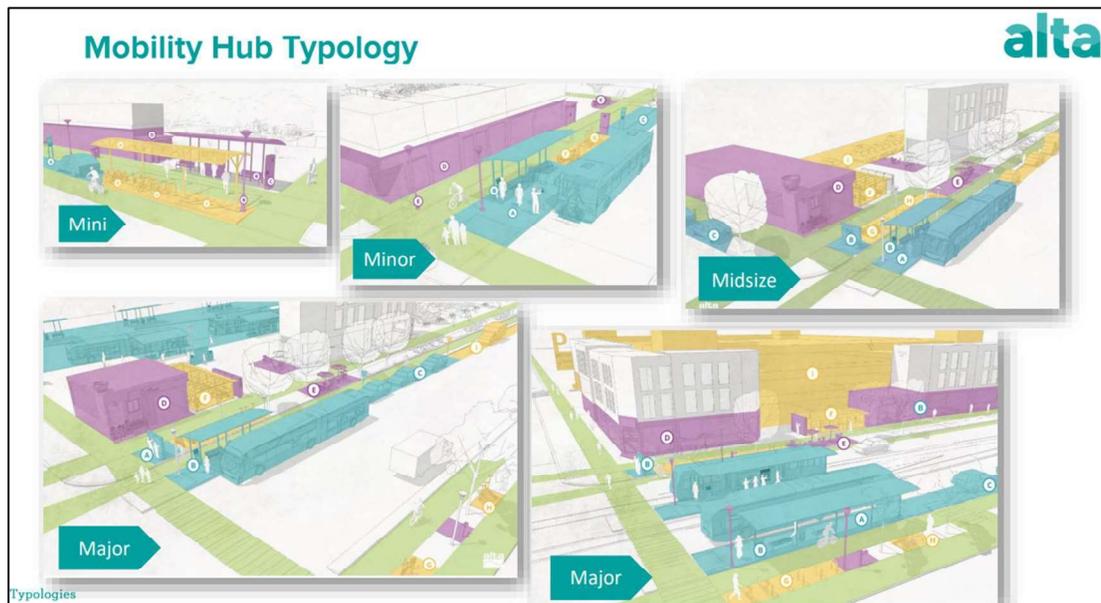
Elements of a mobility hub can include bus access/stop, rail access/station, passenger pick up/drop off areas, short-term bike parking, community space, etc.---elements that are already on the ground and people are currently using (see graphic on next page). For mobility hubs to be successful, they need to have the right mix of elements for that specific area.



Source: Alta Planning + Design

Mobility hubs types have different sizes and scales ranging from mini to major (see graphic on next page). Planners need to be intentional about what they want to achieve with the co-location of services to serve the needs of the surrounding community. As demand increases, more amenities and co-location of services can be added over time. Agencies should think about all of the outcomes that you want to achieve and work backwards. These are the different types/sizes of mobility hubs:

- Mini: The facility could be as basic as a bike rack and/or a bus stop.
- Mid-sized: Slightly less than a major facility with less elements. Picking the right mix is critical. In some locations, it is going to resemble more of park-and-ride, and, in other areas, it is going to be more of a community center.
- Major: A facility that that could be found in a city where there is a natural convergence of different transit modes, transportation network companies, standard parking for cars and bikes, and amenities that support the transition between modes and uses. The amenities could include Wi-Fi service and coffee shops.



Source: Alta Planning + Design

The final product should aim to give people more choices to reach their destinations, add new players, change behavior, support electrification and e-commerce, and manage curb space demand. Planners need to work with new business models and partnerships. There is no one-size-fits-all solution.

A Utah project illustrates the planning and design process Alta uses in its mobility hub projects. At the outset, Alta determines what is to be accomplished and works backwards from there. First, they work with stakeholders to develop a quantitative analysis that focuses on measuring need and demand specific to mobility opportunities. Then, the group developed a typology specific to the area looking at different scales and how elements may fit together. Next, they did a qualitative analysis to narrow down the potential hub sites based on the GIS data, mobility hub types, and goals. The final step was site design and

programming as to what type of services could be offered and what could fit. The process typically has to deal with several challenges:

- Location. Location is critical. It must be the right parcel. Lots of factors need to be considered;
- Constrained rights of way. The hub needs to fit into the zoning and context of the area.
- Existing policies. Laws may not allow electrical charging stations or co-location of services;
- Capacity limits. Many locations are already at peak capacity during peak demand times. Mobility hubs are intended to attract more users;
- Meaningful engagement. Agencies may need to do a significant amount of community outreach as mobility hubs are relatively new; and
- Known unknowns. Mobility hubs are constantly evolving, and technology is always changing.

Mobility hubs put into practice many of the objectives that agencies are using to try to future-proof projects and be flexible. Mobility hubs can be designed to address long-term environmental needs/functions for:

- Climate Change and Sustainability. Incorporating bio swales, stormwater retention/infiltration;
- Clean Energy Infrastructure. Renewable energy production/charging and water catchment;
- Smart Cities and Electrification. Mobility as a service supporting freight, e-commerce, Wi-Fi; and
- Recovery/Resilience. As urban cooling centers, quick-build active transportation networks, or refuge centers during times of need.

By co-locating libraries, schools, hospital/clinics, and transportation networks, the community becomes more resilient.

The presenter emphasized that it is critical to keep the end user in mind at all phases. To be successful, the design needs to focus on the user to make facility use convenient and as effortless as possible so that trip transfers are seamless for multi-modal transportation use. Multi-modal hubs will make mixed-use space more attractive for people selling/renting residential units, employees working there and in surrounding areas, and businesses leasing out commercial spaces.

Agencies also need to look at the site as part of a larger network. For instance, a project added wider sidewalks and bike facilities to help set up their hubs for success. Finally, agencies may need to work with lawmakers and other entities to fix gaps in policies. For example, data sharing agreements/requirements need to be worked out to ensure private companies using the site will make information available and performance of the site can be measured.

Slides for this presentation are included in a PDF posted at:

https://files.hawaii.gov/dbedt/op/lud/20210416%20TOD%20Mtg/AltaHI_TODCouncil_20210415.pdf

■ **Climate Adaptation Design Principles for Urban Areas Vulnerable to Sea Level Rise, Apr 2021**
Harrison Rue, Community Building and TOD Administrator, City and County of Honolulu

The City and County of Honolulu's Climate Adaptation Design Principles for Urban Areas Vulnerable to Sea Level Rise has been released. It is an outgrowth of the City's O'ahu Resilience Strategy. The design principles were directed primarily at City agencies, but there are good ideas in the guidelines for State agencies and private developers. The document does not have regulatory authority. It is focused mostly on building sites and structures in urban areas, mainly looking at sea level rise, heat, and water inundation. The ARUP consultant team studied several cities around the world.

The presentation summarized four resilient design principles and associated strategies.

- **Understanding Applicable Hazards.** The City developed a Climate Ready O'ahu Web Explorer app locator where landowners and developers can assess what climate change-related hazards may impact their site to inform design decisions. It combines data available from the City, State, and federal governments, and maps sea level rise exposure zones (SLR-XA).
- **Managing Stormwater.** The document also offers strategies on how to manage stormwater and includes references to existing best practices guidance.
- **Design for Flooding and Sea Level Rise.** Under a Mayor's Directive, all City agencies, departments, and consultants to City projects are to consider sea level rise of 3.2 to 6 feet by the end of the century. The City has adopted the 2012 International Building Code (IBC) and International Residential Code (IRC), which require new construction to be designed with one-foot freeboard above current Base Flood Elevation (BFE) in flood zones.
- **Mitigating Extreme Heat.** As average temperatures rise, people will need safe, comfortable places for daily activities. Mayor's Directive 20-14 requires City departments to consider the climate change mitigation and environmental benefits of a health urban tree canopy in decisions that affect City trees. The City is developing street tree plans for all City TOD areas.

The Guidelines focus on the Resilient Streetscape Transition Zone, the area between the street curb and building façade, as illustrated in the slide below. Several projects have already applied a form of the new requirements, but sea level rise will call for climate-proofing sidewalks even higher. The document provides numerous ways a building can be designed to prepare for the future in terms of elevated mechanical systems, solar panels, use of parking podiums, and flood-proofing residential/office lobby areas.



Source: City and County of Honolulu-Department of Planning and Permitting

The Kapālama Canal Catalytic Project/Linear Park Conceptual Plan design is being redesigned for greater than two feet of sea level rise and the use of seawalls rather than berms to protect adjacent low-lying areas. The City is working on how best to design and build them.

A PDF of the presentation is posted at:

https://files.hawaii.gov/dbedt/op/lud/20210416%20TOD%20Mtg/201210ClimateAdaptationDesignPrinciples_TODCouncil.pdf

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)]

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, PIG tasks, and project update reports. The Council will continue to incorporate fiscal and demographic data into its recommendations for policy and project implementation.

2.8 Models for TOD Collaboration and Initiatives

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

OPSD and HHFDC staff routinely scan, monitor, and research other TOD initiatives and development projects—whether they are here in Hawai'i, in other states or jurisdictions on the mainland, national or international—for best practices that could advance and support the work of the TOD Council and contribute to successful implementation of TOD statewide. As TOD

planning and implementation proceeds, this support work will continue, and new information will be brought to the TOD Council as opportunities allow. Alternative models for affordable housing were presented to the TOD Council in the ALOHA Homes Study presentation summarized in **Section 2.6.3**.

3 PLANNED ACTIVITIES FOR 2022

Planned and proposed activities and tasks for the TOD Council and TOD support staff for the next fiscal year and beyond are organized by the four strategy components of the *State TOD Strategic Plan*, which are:

1. **TOD Project Support.** Actions and investments at the TOD project-level to facilitate TOD project implementation;
2. **Regional Project Support.** Actions and investments for projects at the regional or area-wide level that are needed to facilitate individual TOD project implementation, such as infrastructure delivery;
3. **TOD Implementation and Investment Tools.** Analysis and actions to create a TOD-supportive environment through the refinement and establishment of policy, regulatory, and program tools as well as financing tools and strategies that would facilitate and enhance effective TOD implementation; and
4. **State TOD Program Support and Administration.** Actions and tasks to sustain multi-agency, multi-sector collaboration around TOD statewide and the coordination and facilitation of TOD initiatives statewide.

The TOD Council work plan for calendar year 2022 includes the following activities.

3.1 Support TOD Project Implementation

Support for TOD CIP-funded Projects. OPSD TOD staff will continue to oversee the disbursement of the \$1.5 million in FY 22 CIP funds to the six projects selected for funding. OPSD will participate in the ten projects funded by TOD CIP Planning funds that will be active in 2022, facilitating project implementation as needed and monitoring and reporting project progress to the TOD Council.

Strategic Plan and Project Facilitation and Updates. OPSD TOD staff will continue to monitor and facilitate project discussions and coordination as needed for the 75 TOD projects in the *State TOD Strategic Plan*. TOD staff will begin reviewing the *TOD Strategic Plan* to determine what updates it may need, including revisions that incorporate the results of the State/county TOD alignment work that the 2021 county PIGs will be working on in 2022. OPSD TOD staff also plans to work on moving the Strategic Plan and the TOD Project Fact Sheets to a web-based format.

OPSD Review of State TOD Conceptual Plan Documents. As projects proceed, OPSD will review and provide comments on State TOD project plans during the project's EA/EIS public comment period, as required by statute.

3.2 Support Regional or Area-Wide Project Implementation

Affordable Housing/State TOD Implementation Work Group, O‘ahu (O‘ahu WG). The Work Group will be convened at various points in the Work Group workplan process to review analysis and work products prepared to formulate a coordinated high-level strategy to guide State TOD infrastructure investment decisions for O‘ahu. The strategy is intended to provide the following interrelated components.

- **Schedule.** Development of a generalized project and cost schedule for required TOD infrastructure investments—immediate/near-term and long-term actions; and
- **Funding and Delivery.** Development of infrastructure financing tools and delivery options for TOD infrastructure improvement projects—immediate/near-term and long-term actions.

County/State TOD Alignment and Implementation PIG for Hawai‘i, Kaua‘i, and Maui. Similar to the O‘ahu WG, the Neighbor Island PIGs will be convened to support efforts of the TOD Infrastructure Financing Study in developing recommendations for the TOD pilot areas in each county. The PIGs will also be used to align County/State TOD priorities and develop an action plan for joint TOD implementation, including:

- **Schedule.** Development of a generalized project and cost schedule for required TOD infrastructure investments—immediate/near-term and long-term actions; and
- **Funding and Delivery.** Development of infrastructure financing tools and delivery options for TOD infrastructure improvement projects—immediate/near-term and long-term actions.

TOD Transit and Mobility PIG. The Transit/Mobility PIG will be convened to explore models for better integration of transportation plans with community and urban design plans, and report its recommendations to the TOD Council in 2022.

Participation in Other Region-Serving TOD-related Initiatives. TOD program staff will continue to participate in, provide input to, and monitor region-serving projects that have strong TOD components, including the following:

- State Iwilei Infrastructure Master Plan;
- Samuel Mahelona Memorial Hospital Master Plan, Phase 2;
- Ka‘ahumanu Avenue Community Corridor Plan and West Maui TOD Corridor Plan;
- DLNR East Kapolei TOD Master Plan and EIS;
- Farrington Highway Widening Project;
- New Aloha Stadium Entertainment District Project; and
- Public library/mixed-use facility integration and transit hub/library co-location.

3.3 Development of TOD Support Tools and Resources

Research and Advocacy for Tools. TOD program staff and the TOD Council will review findings and recommendations reported from the OPSD *State TOD Planning and Implementation Project* to determine how to expand the tools available for TOD. The TOD Council will continue to serve as a forum to create and advocate for a more 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, including support for legislative proposals such as the proposed HCDA TOD improvement zones to improve financing and delivery of TOD-serving infrastructure;
2. Expansion of financing tools; and
3. Expanded use of value capture financing tools.

The TOD Infrastructure Financing Study is expected to identify short- and long-term measures that could facilitate effective use of financing tools and value capture opportunities associated with infrastructure financing and delivery. OPSD will assist in advancing measures recommended as needed in 2022.

Review of FY 2022 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 2022 Legislative Session.

Monitoring and Review of TOD-related Legislation. During the 2022 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 needed for submittal, as delegated by the TOD Council, by the TOD Council Co-Chairs. The Council and TOD staff will follow-up as needed on any TOD-related legislation enacted.

Other Initiatives—Opportunity Zones. OPSD staff will continue to work with DBEDT BBSD and its partners as needed to facilitate TOD project access to Opportunity Zone funds and funding opportunities.

3.4 Provide State TOD Program Support and Administration

OPSD Support for TOD Council Meetings and Responsibilities. OPSD staff will continue to provide administrative support for the TOD Council and support existing and new initiatives as resources allow. The TOD Council will have seven scheduled meetings in calendar year 2022. The meetings will be conducted both in-person and interactive conferencing technology in accordance with any COVID-related travel restrictions and social distancing precautions in effect.

TOD Alignment Between the State and Counties. As discussed earlier, one of the key program initiatives of 2022 will be the alignment of State and county TOD efforts to allow for more leveraging of funding and greater cooperation on TOD projects that include affordable housing and mixed-use development.

Project Management Tools and Metrics. OPSD staff intends to pursue, as workload and resources allow, 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*.

TOD Engagement Strategies. OPSD will continue to research and consult with State and county TOD agencies on improving the approaches and methods by which community stakeholders, including community-based organizations, can be engaged in ensuring equitable outcomes in communities where TOD could be both disruptive and transformative for existing residents and businesses.

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 2021.
Funding requests are italicized.

APPENDIX A. TOD Project Status and Funding Reported to TOD Council

(as of 12/2021)

State and County Priority TOD Projects, State TOD Strategic Plan as updated

	Proj ID	Agency	TOD Station or Area	Project	Area (Acres)	Status	FY21 ('000s)	FY22 ('000s)	FY23 ('000s)	FY24 ('000s)	2021 Project Status
East Kapolei	0-01	DHHL	East Kapolei	Kauluokahai Increment II-A, Multi-Family/Commercial	33	Pre-Planning		\$ 5,132 (por)			Preparing RFP for project; RFP to be issued by early 2022. 2022 Legislature appropriated \$5.132M to DHHL East Kapolei TOD & broadband.
	0-02	UHWO	East Kapolei, UHWO	UH West Oahu University District	168	Planning		\$ 125			Coordinating with DOT on Farrington Hwy widening project. Awarded FY22 TOD Planning grant for Urban Design Plan Update; transfer of funds to UH pending. Consultant work to start early 2022.
	0-03	UHWO	East Kapolei, UHWO	UH West Oahu Long Range Development Plan	500	Planning					Coordinating with DOT on Farrington Hwy widening project.
	0-04	UHWO	East Kapolei, UHWO	UH West Oahu TOD Infrastructure		Pre-Planning					No update.
	0-05	UHWO	UH West Oahu, LCC, HCC	UH West Oahu Multi-Campus Housing (Faculty/Student/Staff)		Pre-Planning					No update.
	0-06	DLNR	UH West Oahu	East Kapolei Master Development Plan	175	Planning		\$ 300			Contract awarded for preparation of EIS & NTP issued; initiating development of EISPN, update of market studies & master plan refinement. Awarded FY22 TOD Planning grant for preparation of urban design plan for TOD parcel; consulting work to start in early 2022.
	0-07	DOE	Hoopili	East Kapolei High School	45	Planning					Undertaking environmental review & community engagement phase for design; road access will depend on final design for Farrington Hwy widening project.
	0-38	HDOT	UH West Oahu, Hoopili	Farrington Highway Widening	45	Design	\$ 100,000	\$ 25,000	\$20,000 (L) \$75,000 (C)		
Halawa-Stadium	0-08	HPHA	West Loch	Waipahu I and Waipahu II Redevelopment	1	Pre-Planning					No change in status.
	0-09	HHFDC/DAG	Waipahu Transit	Waipahu Civic Center TOD Project	10	Pre-Planning					No change in status.
	0-10	HPHA	Waipahu Transit	Hoolulu and Kamala Redevelopment	3.78	Pre-Planning					No change in status.
	0-11	UH-LCC	Leeward Comm	UH Leeward Community College TOD Master	50	Pre-Planning					No update.
	0-12	HPHA	Pearl Highlands	Hale Laulima Homes	4	Pre-Planning					No change in status.
	0-13	SA/DAGS	Halawa	Aloha Stadium Redevelopment / Ancillary Development (NASED)	99	Planning		\$ 170,000			Finalizing Final Programmatic EIS for NASED site, to be issued in early 2022. RFP for Stadium P3 short-listed offerors to be issued in early 2022. RFQ/P for Real Estate P3 Project issued in Oct 2021; short-list of offerors to be selected in early 2022. Contracts for both P3 projects anticipated to be awarded by end of 2022.
	0-14	HPHA	Halawa	Puuwai Momi Homes/Conceptual Master Plan	12	Planning		\$ 400			\$200K for conceptual master planning earmarked from 2017 NASED funding; initial conceptual plan alternatives for housing redevelopment; possible concurrent redevelopment with future phases of NASED. Awarded FY22 TOD CIP Planning grant for master planning & environmental review; procurement of consulting services in early 2022.
	0-15	DHHL	Lagoon Drive, Middle	Moanalua Kai Conceptual Plan	14	Pre-Planning					Feasibility report completed Sep 2019; no change in status.
	0-16	PSD/DAGS	Middle St., Kalihi	Oahu Community Correctional Center (OCCC) Site Redevelopment	16	Pre-Planning			\$ 15,000		Redevelopment requires relocation of OCCC to new Halawa facility & relocation of DOA quarantine facility from Halawa site. RFI for developer for new facility in Halawa issued in 2021; preparing RFQ for issuance in early 2022.
	0-17	HPHA	Kalihi	Kamehameha Homes	16	Pre-Planning					No change in status.
	0-18	HPHA	Kalihi	Kaahumanu Homes	7	Pre-Planning					No change in status.

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Iwilei-Kapalama	0-19	DHHL	Kapalama	Kapalama Project Conceptual Plan	5	Pre-Planning					Feasibility report completed Sep 2019; tenant lease expires in 2045; no change in status.
	0-20	UH HCC	Kapalama	UH Honolulu Community College TOD Study	23	Pre-Planning					TOD Study completed Mar 2019; no update.
	0-21	HPHA	Kapalama	School Street Administrative Offices Redevelopment	12	Plan/Design	\$ 2,500	\$ 40,000	\$ 45,000		State EIS completed 2017; 201H applic approved Nov 2020; LIHTC funds approved by HHFDC. Master developer working on permitting & financial close; financial close expected in Jul 2022; ground breaking in 2022 subject to bond cap availability.
	0-39	HHFDC	Iwilei, Kapalama	State Iwilei Infrastructure Master Plan	34	Planning					Consultant study of infrastructure requirements for affordable housing in area underway; EISPN to be issued in 2022; completion of EIS in 2023.
	0-22	HPHA	Iwilei	Mayor Wright Homes Redevelopment	15	Planning					State EIS completed; NHPA/NEPA clearance pending; completing master planning & design work to move project forward. RFP for master developer to be issued 1st quarter 2022.
	0-23	HHFDC/DAGS	Iwilei	Liliha Civic Center Mixed-Use Project	4	Planning					Preliminary master planning of site, preparing site plan & cost estimates; preparation of EIS in 2022 concurrently with State Iwilei Infrastructure Master Plan EIS.
	0-24	HPHA	Iwilei	Kalanihulia Homes	2	Pre-Planning					No change in status; project included in State Iwilei Infrastructure Master Plan underway.
	0-25	HHFDC	Kakaako	690 Pohukaina	2	Planning					RFP for master developer for affordable housing issued in Nov 2021; site plan to include housing & elementary school. Development partner to be selected in first quarter 2022.
	0-26	DOE/HHFDC	Kakaako	Pohukaina Elementary School	2	Planning					HHFDC-DOE MOU executed for joint housing & school development project; working with HHFDC on school programming requirements.
	0-27	HCDA	Kakaako, Civic Center	Nahona Hale	0.24	Completed					Completed 2020; 111 units fully occupied; 30-60% AMI; total dev cost \$51.425M.
0-28	HCDA	Kakaako	Ola Ka Ilima Artspace Lofts	0.69	Completed					Completed 2020; 84 units fully occupied; 30-60% AMI; total dev cost \$51.39M.	
0-29	HCDA	Ala Moana	Hale Kewalo Affordable Housing	0.62	Completed					Completed 2019; 128 units fully occupied; 30-60% AMI; total dev cost \$60.82M.	
0-30	HHFDC/JUD	Ala Moana	Alder Street Affordable Rental	1.5	Construction	\$ 87,600				Under construction; construction scheduled for completion in 4th quarter 2022.	
0-31	HPHA	Ala Moana	Makua Alii & Paaakalani	9	Pre-Planning					No change in status.	

APPENDIX A. TOD Project Status and Funding Reported to TOD Council

(as of 12/2021)

State and County Priority TOD Projects, State TOD Strategic Plan as updated

	Proj ID	Agency	TOD Station or Area	Project	Area (Acres)	Status	FY21 ('000s)	FY22 ('000s)	FY23 ('000s)	FY24 ('000s)	2021 Project Status
City & County of Honolulu	0-32	CCH	Iwilei, Kapalama	Iwilei-Kapalama Infrastructure Master Plan	581	Planning	\$ 500,000				I/K Needs Assessment & Traffic Study completed; City working with HHFDC on State Iwilei Infrastructure Master Plan. Kalihi Complete Streets in planning. I/K Drainage Study to alleviate Liliha St flooding in Dole Cannery area at 90% complete. Waiakamilo Road Trunk Sewer project completed in 2021. Hart/Waiakamilo Rd replacement sewer in design. Aawa WW Pump Station improvements project to begin planning late 2021.
	0-33	CCH	Pearlridge	Pearlridge Bus Center/TOD Project	3	Plan/Design	\$ 130,000				Land acquisition complete; EA, planning & design in process. Construction funds allocated; prep for construction in 2022-23. Planning for long-term TOD RFP.
	0-34	CCH	Kapalama	Kapalama Canal Catalytic Project/Linear Park	19	Design	\$ 175,000				Kapalama Canal FEIS & concept design completed. Dredging planning & design proceeding. Seeking funding for design/construction of park/trails & sea level rise adaptation strategies.
	0-35	CCH	Chinatown	Chinatown Action Plan		EA/Design		\$ 7,000			Kekaulike Mall Improvements EA & design nearing completion; street repaving completed & bulbouts made permanent. Kekaulike construction to start fall 2022.
	0-36	CCH	Waipahu Transit Center	Waipahu Town Action Plan		Planning					Hikimoe St transit center construction completed. Flood analysis conducted for area; should help with redevelopment planning.
	0-37	CCH	Kakaako	Blaisdell Center Master Plan	22	Planning					Master Plan completed; project on hold for now.
County of Kauai	K-01	DAGS/COK	Lihue	Lihue Old Police Station/Civic Center TOD Proof of Concept	1	Pre-Planning					Contract awarded to UHDC for TOD proof of concept work to determine optimal use of site & other State parcels in area; discussion with potential stakeholders, preliminary concepts to begin early 2022.
	K-02	COK/KHA	Lihue	Pua Lake Affordable Housing	2	Construction					Two of three buildings completed (9/1/21); third building to be completed by end of 2021.
	K-14	COK	Lihue	Lihue Civic Center Redevelopment		Planning		\$ 350			Awarded FY22 TOD Planning grant for conceptual master plan; contract with State for funds to be executed by end of 2021; proceeding with scope of work & procurement of consultant services.
	K-15	COK	Lihue	Lihue Civic Center Mobility Plan		Planning	\$ 250				Awarded FY21 TOD Planning grant for mobility plan; contract executed with State; procuring consultant services; project start in early 2022 & completion by Dec 2023.
	K-03	COK/KHA	Koloa	Koae Workforce Housing Development	11	Completed					Construction of 134 units complete; all units leased.
	K-04	COK/KHA/H HFDC	Eleele	Lima Ola Workforce Housing Development	75	Construction					Infrastructure for Phase 1 (149 units) to be completed Jan 2022; RFP for multi-family lots & single family residence lots to be issued by end of 2021. Anticipate receiving federal funds for vertical construction of Phase 1; scheduled completion Dec 2022.
	K-05	UH KCC	Puhi	UH Kauai Community College LRDP/Student	197	Pre-Planning					No update.
K-06	COK	Hanapepe	Hanapepe Infill Redevelopment		Pre-Planning					No change in status of project, however, West Kauai Community Plan completed, which provides goals & objectives for incremental residential infill development & live/work spaces in the town center, as well as transportation to support safe connections between neighborhoods & towns.	
K-07	COK/DPW	Hanapepe	Hanapepe Complete Streets Improvements		Design					Environmental work complete; final design funded; design to proceed soon.	

APPENDIX A. TOD Project Status and Funding Reported to TOD Council

(as of 12/2021)

State and County Priority TOD Projects, State TOD Strategic Plan as updated

	Proj ID	Agency	TOD Station or Area	Project	Area (Acres)	Status	FY21 ('000s)	FY22 ('000s)	FY23 ('000s)	FY24 ('000s)	2021 Project Status
County of Kauai	K-08	HHSC/COK	Kapaa	Mahelona State Hospital/TOD Master Plan	34	Planning	\$ 550				Revision of conceptual master plan to consider adjacent State properties/facilities is underway; programmatic EIS being prepared; master plan to be completed in 2022 & EIS in 2023. Funds appropriated by 2022 Legislature for Wailua-Kapaa water system improvements needed to support redevelopment.
	K-09	COK/DPW	Mahelona	Kawaihau/Hauaala/Mailihuna Road Complete Streets & Safety Improvements		Construction					Notice to proceed issued to construction contractor; construction getting underway; improvements scheduled for completion in 2022.
	K-10	COK/DPW	Koloa School	Poipu Road Safety & Mobility Projects (fka Poipu Rd Multi-modal Improvements)		Plan/Design					Final design underway; seeking additional \$3.3M in federal funds; RAISE grant award decision pending.
	K-11	COK/DPW	Maluhia Rd	South Shore Shuttle		Planning					Included in Poipu Rd Safety Project, ongoing consultation with Poipu Rd Project team to confirm inclusion of strategically located, accessible, ADA-compliant bus stops with passenger shelters. Implementation/operational budget to be defined by end of Mar 2022.
	K-12	COK/DPW	Puhi Shuttle	Puhi Shuttle		Planning					Review of existing & proposed bus stop locations being conducted to confirm accessibility & ADA-compliance at proposed bus stop locations; service to start in 2023.
	K-13	COK/PD	Kekaha-Lihue Line	Waimea 400 (fka Waimea Lands Master Plan)	34	Planning					Conceptual master plan completed.
County of Hawaii	H-01	COH	Keaau	Keaau Public Transit Hub	4	Pre-Planning					Will be included in consultant study of transit hubs to support COH Transit & Multi-Modal Transportation Master Plan funded by \$3M COH GET.
	H-02	COH	Keaau	Keaau Public Wastewater System		Planning					Received US EDA grant for Puna Region; RFP process begun for preparation of programmatic EIS of feasibility & site analysis for various locations in Puna District, including Keaau. Will require additional funds for final EIS, design & construction.
	H-13	COH	Pahoa	Pahoa Transit Hub		Planning		\$ 350			Awarded FY22 TOD CIP Planning grant for site selection, conceptual master plan; contract pending for preparation of EA, site selection & conceptual design.
	H-03	COH	Hilo	Prince Kuhio Plaza Affordable Housing	7	Pre-Planning					No change in status.
	H-04	COH	Hilo	Prince Kuhio Plaza Transit Hub	7	Pre-Planning					No change in status.
	H-05	COH	Hilo	Ka Hui Na Koa O Kawili Affordable Housing	7	Construction		\$ 49,000			Project funded; Affordable Housing Agreement completed; construction to begin in 2022; scheduled completion 2023.
	H-06	UH Hilo/HCC	Hilo	UH Hilo University Park Expansion/HCC	267	Pre-Planning					No update.
	H-07	UH Hilo	Hilo	UH Hilo Commercial/Mixed Use/Student	36	Pre-Planning					No update.
H-14	HPHA/COH	Hilo	Lanakila Homes/Complete Streets/Multi-Modal Improvements		Planning	\$ 550				Awarded FY21 TOD CIP Planning grant; procuring consultant services for preparation of revised master plan for Phase III & County multi-modal/Complete Streets improvements; consultant selected; contract to be executed by end of 2021 with project commencing in early 2022; scheduled completion in 2023.	
H-08	COH	Kailua-Kona	Kailua-Kona Multimodal Transportation Plan	200	Pre-Planning					No change in status.	

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County of Hawaii	H-09	COH	Kailua-Kona	Kona Transit Hub (formerly Old Airport Transit Station)	14	Planning					\$2.44M FTA funds & \$610K in COH GET funds available for site selection, design, land acquisition; site selection process underway, final report in early 2022; will need funding for EA, design, construction; design & construction to start late 2022.
	H-10	COH	North Kona	Ulu Wini Housing Improvements	8	Des/Constr					ADA improvements completed July 2020; awarded FY2021 Fed CDBG funds for design & construction for laundry room expansion, certified kitchen conversion, wastewater treatment plan repairs/replacement.
	H-11	COH	North Kona	Kamakana Villages Senior/Low Income Housing	6	Pre-Planning					Phase 1 complete; infrastructure issues, including water supply, need to be addressed for future phases.
	H-12	HHFDC/COH	North Kona	Kukuioia & Village 9 Affordable Housing	36	Plan/Des/Constr					County is master planning Kukuioia Village/Village 9 & access road; requested \$5M COH CIP for design/construction of Phase 1 of Kukuioia Village for emergency housing 2021-2022. HHFDC to develop Village 9 parcel.
County of Maui	M-01	HHFDC/COM	Lahaina	Villages of Lealii Affordable Housing	1033	Plan/Design					Securing entitlements & financing for Keawe Street Apts at the Villages of Lealii; scheduled start in 2022.
	M-06	COM	West Maui	West Maui TOD Corridor Plan		Planning	\$ 500				Awarded FY21 TOD CIP Planning grant; consultant selected; notice to proceed to be issued in Dec 2021.
	M-02	HHFDC/DAGS	Kahului	Kahului Civic Center Mixed-Use Complex (fka Kane St AH)	6	Planning	\$ 200				EA for housing & civic center use at parcel to be published first quarter 2022; HHFDC RFP for master planning/development of affordable housing to be issued in 2023. DAGS awarded FY21 TOD CIP Planning grant for study of co-location of Kahului Public Library in civic center; consultant contract pending for study; scheduled completion end of 2022.
	M-03	COM	Kahului	Central Maui Transit Hub	0.5	Construction	\$ 2,300	\$ 500			Start of construction pending material availability; completion expected in summer 2022. County to hold public meetings on expanding transit routes & increasing number of transit stops in region.
	M-04	DAGS/HHFDC	Wailuku	Wailuku Courthouse Expansion	3	Plan/Design					HHFDC funded preparation of a programmatic EA for the former Post Office site; initial DEA published for HHFDC is being revised for publication under DAGS. Funding required for planning, design, construction in phases over 10-yr period; request for funding in 2022 legislative session; planning anticipated to start late 2022.
	M-07	HPHA	Wailuku	Kahekili Terrace Redevelopment/Master Plan	3.9	Pre-Planning		\$ 225			Awarded FY22 TOD CIP planning grant for master planning & environmental reviews; delegation & transfer of funds to HPHA pending; procurement of consulting services anticipated early 2022.
	M-05	COM	Wailuku-Kahului	Kaahumanu Ave Community Corridor Plan		Planning					In final phase of project: drafting land use, connectivity, and urban design plan components; project studies (community profile, vision, market & housing assessments) posted to web; scheduled completion Feb 2022.
	M-08	COM	South Maui/Kihei	South Maui TOD Corridor Plan		Pre-Planning					Pending funding; South Maui CP update underway, TOD Plan to build on CP.