

**Hawai'i Interagency Council for Transit-Oriented Development
Minutes of Meeting No. 49**

Friday, April 22, 2022

9:30 am

Via Videoconference

Office of Planning and Sustainable Development

235 S. Beretania St. 6th Floor

Honolulu, Hawai'i 96813

Members/ Designees Present:	<p>Mary Alice Evans, Office of Planning and Sustainable Development (OPSD), Co-Chair Dean Minakami, Hawai'i Housing Finance and Development Corporation (HHFDC), Co-Chair</p> <p style="padding-left: 40px;">Chair</p> <p>Chris Kinimaka, Department of Accounting and General Services (DAGS) Darrell Ing, Department of Hawaiian Home Lands (DHHL) Heidi Hansen Smith, Department of Health (DOH) Malia Taum-Deenik, Department of Human Services (DHS) Ian Hirokawa, Department of Land and Natural Resources (DLNR) Wayne Takara, Department of Public Safety (PSD) Ed Sniffen, Department of Transportation (DOT) Carson Schultz, Hawai'i Community Development Agency (HCDA) Benjamin Park, Hawai'i Public Housing Authority (HPHA) John Fink, Stadium Authority (SA) Michael Shibata, University of Hawai'i (UH) Harrison Rue, City and County of Honolulu (City) Zendo Kern, County of Hawai'i (COH) Jodi Higuchi Sayegusa, County of Kaua'i (COK) Marc Takamori, County of Maui (COM) Cathy Camp, Business Representative Kevin Carney, EAH Housing, Housing Advocate Laura Kodama, Castle and Cooke, Developer Representative Ryan Okahara, U.S. Housing & Urban Development, Honolulu Office (HUD) (Ex-officio)</p>
Members/ Designees Excused:	<p>Office of the Governor Representative Keith Hayashi, Department of Education (DOE) Representative Nadine Nakamura, House of Representatives Senator Lorraine Inouye, State Senate</p>
Other Designees/ Alternates Present:	<p>Rodney Funakoshi, OPSD David DePonte, DAGS April Suprenant, COH John Ando, COH Celia Mahikoa, COK</p>
TOD Council Staff:	<p>Ruby Edwards, OPSD Carl Miura, OPSD Aaron Setogawa, OPSD</p>

1. **Call to Order**

Mary Alice Evans, Co-chair, called the meeting to order at 9:35 a.m.

2. **Introduction of Members**

Members introduced themselves.

Co-Chair Evans introduced Cathy Camp as the new Business representative. She is currently a Senior Vice-President, Division Manager, Commercial Real Estate at Central Pacific Bank. She has over 25 years of commercial and residential real estate experience including management of healthcare facilities. Camp is President and Board Member of the National Association of Industrial and Office Properties (NAIOP) Hawai'i Chapter and an Executive Committee Member of the Urban Land Institute (ULI) Hawai'i.

3. **Review and Approval of Minutes of March 18, 2022 Meeting**

The March 18, 2022 meeting minutes were approved as circulated.

4. **Informational Presentations**

a. **Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Program for TOD Infrastructure**

A presentation on the federal TIFIA and technical assistance program and how it is used for TOD projects. Speaker: Robert Hanifin, US Department of Transportation (USDOT) - Build America Bureau.

Dean Minakami introduced Robert Hanifin of the USDOT Build America Bureau, who works with prospective borrowers to explore innovative project financing, partnerships, and delivery strategies to encourage public and private investment in infrastructure and community development.

Hanifin explained that the Build America Bureau is the financing arm of the USDOT. They work on surface transportation, infrastructure projects with the other modes, such as the Federal Transit Administration (FTA), Federal Aviation Administration (FAA), etc. They administer two loan programs, TIFIA and Railroad Infrastructure Financing (RRIF), and allocate private activity bonds. They are a "one-stop shop" providing technical assistance to help applicants and prospective borrowers to finance innovative project delivery.

The loan programs have \$100 billion to issue and are non-competitive. Their programs are used as alternative, complimentary sources of funding, often combined with grants and other types of project financing. They also offer grants in the form of technical assistance.

TIFIA focuses on surface transportation, TOD/Joint Development, and infrastructure projects. The program offers low interest rates, can provide up to 33 percent of eligible costs, and loan periods up to 75 years. Loan funds cannot be used for maintenance and operations. Both programs provide financing assistance for public infrastructure that helps build out transit-oriented communities.

Private borrowers require a public sponsor. Eligible borrowers include state, tribal, county, and municipal governments for the following types of projects:

- Roadways and bridges
- Transit vehicles and facilities
- Bicycle and pedestrian infrastructure
- Intelligent transportation systems
- TOD
- Intermodal connectors
- Intercity rail and bus vehicles and facilities
- Refinance of the above.

The Rural Project Initiative (RPI) is a subprogram of TIFIA. To qualify, the location must be outside of a Census-defined urbanized area with a population greater than 150,000 people. This differs from FTA's definition. The Neighbor Islands and areas outside of urbanized O'ahu fall into this category. Project costs should be between \$10-\$100 million. Several projects can be bundled together, but it is contingent on a similar repayment source. Borrowers can get financing at one-half the Treasury rate, up to 49 percent of costs, and no fees.

In California, they have started to create a model with rural transit agencies providing a dedicated revenue stream through the State and pledging fares as backup.

Projects must meet various federal requirements such as compliance with NEPA, Buy America, and Davis-Bacon wage requirements. Since the federal government pays credit subsidy, the borrower must have an investment grade rating. Projects also need to be on the applicable State Transportation Improvement Program. TIFIA's eligible activities include planning, land purchase, design, and construction.

Hanifin noted other types of FTA/DOT grants are available: TOD Planning Pilot Program; Capital infrastructure grants: Joint development, Rural on Demand Transit (RST), and Rural Opportunities to Use Transportation for Economic Success (ROUTES) Initiative. The Bureau offers a range of assistance and in different types of locations.

Hanifin said there are different paths to eligibility for the key components of a transit-oriented neighborhood. In general, TIFIA can finance any capital project that the FTA can fund. This includes a joint development improvement that connect transit use with another type of TOD function, such as a facility for commercial space, walkways, open space, demolition of existing structures, utilities, daycare, libraries, etc. Under the TIFIA Program, the Bureau has the ability to finance public infrastructure around eligible transit stations, which include intercity bus stations, intermodal facilities, and fixed guideway transit facilities. Public infrastructure can be either horizontal or vertical development with a public purpose. The Bureau is still reviewing a new "economic development" provision in the Bipartisan Infrastructure Law that allows TIFIA and RRIF borrowers to incorporate private investment in vertical construction.

Their work on TOD has previously focused on commercial space in transit center, so they are interested in assisting other types of projects—one project being considered financing is a mobility

hub with a co-located library. The Bureau can use various revenue sources such as sales and property taxes, lease revenues, tax increment financing, and advertising income to underwrite repayment.

TIFIA can also be used to advance fleet transition including

- Batteries and fuel cells
- Vehicles
- Capital leases
- Charging infrastructure
- Bus facilities (stations, operations and maintenance, storage, etc.)
- Power generation

The Bureau will be updating its guidance to incorporate the Bipartisan Infrastructure Law provisions and additional TOD information.

The application process has three phases.

- Project Development – Letter of interest, financial model, indicative ratings
- Credit Worthiness Review – Application, develop loan agreement
- Portfolio Management – Disbursements, repayment, reporting

Questions and Answers:

- Camp: The maximum loan amount is \$100 million with a 33 percent loan to value. Does this mean that the federal government is willing to loan \$33 million on a \$100 million project or loan up to a \$100 million for a \$300 million project?
 - Hanifin: Yes. For the Rural Initiatives Project, the total cost of the project needs to be between \$10 - \$100 million. For rural projects, the Bureau can finance up to 49 percent, so they can issue a \$49 million loan for a \$100 million project. If the project cost is over \$100 million, it is still eligible, but not for the Rural Initiatives Project.
- Camp: On the repayment source, do borrowers have to show a certain debt coverage ratio or just the ability to repay the note?
 - Hanifin: Every application is evaluated individually.
- Laura Kodama: Since rural has different definitions, is there a map that shows where the rural and non-rural areas of O'ahu are?
 - Hanifin: The Rural Eligibility Map is available on the USDOT website at <https://www.transportation.gov/rural/eligibility>. It can be filtered by type of funding programs.
- Kodama: Has anyone in Hawai'i received any of the grants/financing that were mentioned?
 - Hanifin: The Bureau has not done any loans in Hawai'i on the transit side. Part of their mission is to broaden their portfolio to new states and communities beyond the borrowers who have learned to navigate the process to include TIFIA loans in their capital planning.
- Harrison Rue: On the highways side, borrowers can allocate some of their future federal funding to pay back the TIFIA loans. In real estate, are they allowed to guarantee it with something similar or back it with lease rent on a commercial facility? What are the repayment options?
 - Hanifin: It is possible. On the TOD-side with real estate, there have been some challenges to underwriting it without having a backstop, especially with the private sector. Many of them are

using limited liability partnerships, etc. and they will not involve the parent company as a guarantor.

- Rue: It seems like a lot of developers wanted to use TIFIA for parking garages. With demand going down over time, does this seem riskier because of less revenue?
 - Hanifin: This is evaluated on a case-by-case basis, and it depends on the community. The Bureau looks at historical data and projects. Successful projects always have strong public involvement and partnerships. He would like to have further discussions on pilot infrastructure financing.
- Rodney Funakoshi: Hawai'i has Metropolitan Planning Organizations (MPOs) on O'ahu and Maui. According to the presentation, the TOD project has to be on the State Transportation Improvement Program, but TOD projects are typically not on it.
 - Hanifin: This is something that the Bureau is reassessing since TOD is not necessarily a transportation project.
- Ruby Edwards: What is the Rural on Demand Transit (RST) Program going to look like?
 - Hanifin: He was not familiar enough with RST to elaborate on it. He suggested checking out the fact sheets online. USDOT is currently working on new guidance and believes this is a viable concept in rural and urban areas.
- Carl Miura: Are there training and webinars offered by the Bureau?
 - Hanifin: Their technical assistance group can offer a wide range of assistance. He was in San Diego yesterday doing a P3 workshop. They have webinars online and an outreach team. Any municipality or private developer can request assistance. It is not limited to loan or grant recipients.

b. City TOD Planning and TOD Zoning Update

Update on the City and County of Honolulu's TOD plans, TOD zoning, and TOD Permits.

Speaker: Harrison Rue, City and County of Honolulu, Department of Planning and Permitting.

Rue announced that the City's Airport TOD plan was adopted in March 2022. All eight City TOD Plans covering 19 stations have been adopted by the City Council. Two planned stations are in the Kaka'ako Community Development District administered by HCDA. The City TOD Plans were based on community visioning efforts. Only one of the TOD Plan areas has zoning adopted. The TOD Special District allows for mixed land uses, Apartment Mixed Use (AMX), Business Mixed Use (BMX), and Industrial Mixed Used (IMX).

Three of the City's TOD areas align with the State TOD Priority Areas of East Kapolei, Hālawā-Stadium, and Iwilei-Kapālama. Based on the City's analysis, the housing potential in Iwilei and Kapālama together surpasses the other station areas.

East Kapolei has three station areas. The East Kapolei TOD Plan was adopted several years ago with height and density aligned. DR Horton's Ho'opili already has several thousand units built. Private developers have been working in the area for years and have provided a lot of infrastructure. The proposed TOD zoning is close to being submitted. They are consulting with UH-West O'ahu and DLNR to be sure the proposed zoning aligns with master plans being prepared for UH-West O'ahu Non-Campus Lands and DLNR's East Kapolei lands.

DAGS and the Stadium Authority were involved in developing the draft TOD plan for the Hālawā-Stadium area, which was adopted in 2021. The height and density were adjusted based on requests from State agencies. With a hotel planned, they made consulted with DAGS and their Priority Listed Offerors whether the BMX zoning or a resort type of zoning would be more appropriate. They are leaving the door open for more details on the zoning before it gets submitted to the City Council. He anticipates the TOD zoning being adopted in 2023.

In the Iwilei-Kapālama station areas, the City is working with HHFDC on the State Infrastructure Master Plan. Rue presented slides comparing the original TOD plan and the 2020 version, which showed a significant increase in height and density for the TOD Plan area. An EISPN was just published for the State Infrastructure Master Plan. Rue said that DPP's TOD team is evaluating the appropriate zoning recommendations for areas that are likely to be impacted by sea level rise.

The City is expecting to receive a Federal Emergency Management Agency (FEMA) grant to continue planning efforts for their Kapālama Canal Linear Park Project. They should know if they receive funding by the end of the year. If successful, the project should be eligible for significantly more FEMA funding, which will help pay for construction costs.

Tim Streitz provided a virtual tour of the City's new TOD Program website, which has been reorganized and redesigned to be more intuitive. The TOD neighborhood information is organized by rail station area with a standardized format providing the area's vision, zoning, regulations, catalytic projects, development resources, etc. The Waipahu TOD Plan webpage includes the adopted TOD Special District and TOD zoning. This information will be added to the website as the City adopts the TOD zoning ordinance for the Plan areas.

Q&A:

- Kevin Carney: In 2018/2019, EAH prepared a massing study for Kukui Gardens. It currently consists of 389 LIHTC units, but the study concluded that number could be tripled. He did not see Kukui Gardens on the slide, so he wanted the City to be aware of it.
- Rue: While it wasn't on the slide, he noted that the City Council had acted on Carney's recommendation and the TOD plan was amended accordingly. From what he recalls, EAH requested 350-400 feet of height and density similar to Mayor Wright. The project will have the option to utilize the TOD provisions. Although the TOD zoning has not been adopted for this Plan area, developers may use the interim TOD permit process.
- Funakoshi: Does the City have a time frame to get all of the Plans' TOD zoning adopted?
 - Rue: The general schedule is:
 - East Kapolei - They are planning to submit their proposal in summer/fall 2022.
 - Aiea-Pearl City – The TOD zoning proposal will be submitted this summer.
 - Hālawā - They expect to submit the TOD zoning request by fall 2022. The timing will depend on whether the DAGS developers will be requesting major changes.
 - Iwilei-Kalihi – The TOD zoning maps are in process.
- Funakoshi: After submitting the zoning request, how long does it take for the City Council to adopt it?

- Rue: The proposal goes before the City Planning Commission first, which takes about a month. The City Council takes a minimum of about four months for adoption. In total, it takes at least six months.
- Camp: As the TOD zoning gets approved, will there be changes to the real property tax (RPT) codes for those properties?
- Rue: When the building has mixed property categories, the residential portion is treated differently from the commercial in most cases if it has separate ownerships. It gets complicated when the ownership is the same.

5. **Standing Reports—Updates on Projects in *State Strategic Plan for Transit-Oriented Development*** *Updates from State and county agencies on recent/new activities on their TOD projects. Projects for which reports may be received are listed in “Appendix A. TOD Project Status and Funding Reported to TOD Council,” in the meeting materials packet.*

Ruby Edwards explained that the Standing Reports are intended to provide updates on various projects in the strategic plan to the Council. Everyone was encouraged to bring up any changes in status, funding, and timelines, etc.

- State and City Projects on O‘ahu
 - DHHL – Ka‘uluokaha‘i Increment II-A, Multi-Family/Commercial – Darrell Ing reported that the House bill to appropriate \$600 million includes \$5 million for TOD. They are planning to use it as a subsidy to a potential developer for site work to lower their development costs.
 - UH – UH West O‘ahu, University District Non-Campus Lands Urban Design Plan (TOD CIP grant recipient) – Michael Shibata said he will provide a report at the next meeting.
 - DLNR – East Kapolei TOD Conceptual Master Plan (TOD CIP grant recipient) – Ian Hirokawa said the EISPN will be ready to publish in the next 3-4 months, which should align well with City’s timeline. For the urban design plan, they will amending the contract. Once this is completed, they will get DAGS to approve it. He will get back to the Council on the timeframe for project start.
 - DAGS – NASED – Chris Kinimaka announced that the final programmatic EIS is scheduled for publication and to be sent to the Governor for acceptance in the coming week. They are monitoring HB 1600 and SB 3334 to confirm the status of final funding and determine how the RFPs will be issued. They should be able to issue RFPs for the Stadium and Real Estate Development about a month after they know the funding amount. They are working very closely with the City and key stakeholders to address the infrastructure requirements. They are working—in consultation with the short-listed development teams—with the Board of Water Supply and City Department of Environmental Services to address zoning, wastewater treatment, and potable water issues. By May, they should be able to inform the City of any requested changes for the TOD zoning proposal.
 - PSD – OCCC – Wayne Takara said the funding for the OCCC project is still under consideration in the Conference Committee. The Legislature is trying to determine how much of the \$15 million request they will appropriate. Kinimaka explained that this funding would help them get into design, prepare a RFQ and move into the RFP stage. She pointed out that there is \$2 million for design for the Department of Agriculture (DOA) Quarantine

Station. Once the quarantine station moves, then construction can start on the new OCCC facility on the DOA site.

- DOT-Farrington Highway – Ed Sniffen reported that the project was put out to bid on Thursday, April 21, and bid opening is expected at the end of June 2022. The award should be announced at the end of September, and construction is expected to start in October 2022.
 - State and County Projects on Kaua'i
 - County of Kaua'i – Līhu'e Civic Center Mobility Plan and Redevelopment Plan (TOD CIP grant recipient) – Jodi Higuchi Sayegusa explained that they will be kicking-off the project soon and executing the contract. For the redevelopment plan, they looking to start the RFP within the month.
 - DAGS – Līhu'e Old Police Station Proof of Concept – Kinimaka said they are working with the University of Hawai'i Community Design Center. They are planning to do outreach to all stakeholders in the area to develop a master plan for a mixed-use facility on the Old Police Station site.
 - State and County Projects on Hawai'i
 - County of Hawai'i – Pāhoa Transit Hub and Library co-location study (TOD CIP grant recipient) – John Andoh reported that they just finalized the contract with the consultant, and they are in the process of executing a Memorandum of Agreement with the Hawai'i State Public Library System. Both agencies will be looking into possibly co-locating a public library with a transit hub. Kick-off meeting is expected in June or July 2022.
 - State and County Projects on Maui
 - DAGS – Kahului Mixed-Use Civic Center/Public Library Integration Study (TOD CIP grant recipient) – Kinimaka reported a consultant has been selected to do the study, and they are in the process of executing the contract. Once it is signed, they will issue a notice to proceed. The study should be completed by the end of the year.
 - County of Maui – Central Maui Transit Hub – Marc Takamori said the project was delayed due to supply chain issues. They started to install the prefabricated building last week. It should be completed and operational in summer 2022.
 - County of Maui – West Maui TOD Corridor Plan (TOD CIP grant recipient) – No update.
6. **TOD-Related Capital Improvement Project (CIP) Budget Requests and Legislative Proposals**
Update on the TOD-related CIP budget requests for Fiscal Year 2022-2023 that were recommended for funding by the 2022 State Legislature. Update on TOD-related bills and resolutions in the 2022 legislative session with impact on the TOD Council and the performance of its duties. A list of all measures being tracked for the TOD Council is included in the meeting materials packet.
- House Bill 1600, HD1, SD1, Relating to the State Budget
Office of Planning and Sustainable Development (BED-144), State Transit-Oriented Development Planning, Statewide, \$1,000,000, for grants for TOD project planning
 - Department of Transportation (TRN-501)**, Farrington Highway Widening, Kapolei Golf Course to Fort Weaver Road, O'ahu, \$95,000,000 for land acquisition/construction
 - Department of Public Safety (PSD-900)**, O'ahu Community Correctional Center (OCCC) New Housing and Support Facilities, O'ahu, \$15,000,000 for plan/design/construction

University of Hawai'i - West O'ahu (UH-900), Campus Expansion and Development of University Village, East Kapolei, \$10,000,000 for plan/design

- House Bill 1147, SD1, Relating to the State Budget
Appropriates funds for capital improvement projects for fiscal biennium 2021–2023. Effective 7/1/2050. (SD1)
- House Bill 2023, HD1, SD1, Relating to Transit-Oriented Development
Authorizes the issuance of general obligation bonds and appropriates funds for certain transit-oriented development projects identified in the state Strategic Plan for Transit-Oriented Development. Effective 7/1/2050. (SD1)

Funakoshi updated the Council on the following budget items and bill.

- HB 1600, HD1, SD2
 - OPSD - TOD CIP Planning Funds, \$2 million appropriated
 - DOT - Farrington Highway Widening Project, \$94.9 million appropriated
 - PSD – OCCC facility, no funding
 - UH-West O'ahu, campus expansion and development of university village, \$10 million
 - New Stadium funding, \$350 million appropriated.

HB 2023 was sponsored by Representative Nakamura and provided funding for State TOD CIP Planning grants. The amount requested was incorporated in HB 1600, the Executive budget bill.

The following are of particular note for the TOD Council.

- House Bill 2085, Proposing Amendments to Article VII, Sections 12 and 13, of the Hawai'i Constitution to Expressly Provide that the Legislature may Authorize the Counties to Issue Tax Increment Bonds and to Exclude Tax Increment Bonds from Determinations of the Funded Debt of the Counties.
Clarifies that tax increment bonds can be issued by the counties without affecting the debt limit of the counties. Currently, HRS §46-103 permits a county council to provide for tax increment financing, and HRS §46-104(2) grants a county the power to issue tax increment bonds. Tax increment bonds do not fit neatly within the types of bonds that counties may issue under Hawai'i's constitution. It is a method through which a portion of property taxes in excess of a base assessed value may be dedicated to finance costs of a project through the issuance of bonds.
- Senate Bill 2898, SD2, HD2 Relating to Community Development
Establishes the transit-oriented development infrastructure improvement district under the Hawai'i community development authority. Requires the transit-oriented development infrastructure improvement district board to develop a program to identify necessary infrastructure improvements within the district. Establishes the transit-oriented development infrastructure improvement district special fund. Effective 7/1/2050. (HD2)

Funakoshi explained that HB 2085 was not heard by the Senate Ways and Means Committee and is dead for the session. SB 2898 is a “game changing bill” that would provide for the establishment of TOD infrastructure improvement districts under HCDA. The bill was being considered in Conference Committee. He requested that the Council members refer to the meeting materials for

the list of TOD-related bills being monitored for the TOD Council. Testimony of the TOD Council Co-Chairs was submitted on behalf by the TOD Council for two bills – HB 2023 and HB 2085.

Evans noted that there was no Agenda Item #6.

7. **Announcements**

Evans acknowledged Rodney Funakoshi’s upcoming retirement and noted the significant role that Funakoshi played in the foundation of the Hawai‘i Interagency Council for Transit-Oriented Development: staffing a Office of Planning/Smart Growth America project to develop a TOD implementation strategy for State agencies; providing support to the State Agency TOD Task Force convened by Senator Suzanne Chun Oakland in 2015 and 2016, and advising the late Senator Breene Harimoto in the development of Act 130, Session Laws of Hawai‘i 2016, which established the Council and identified OPSD as the State lead for TOD and Smart Growth. Under Funakoshi’s stewardship, the Council has solidified its role as a forum for collaboration around TOD statewide, led the preparation of the State Strategic Plan for TOD, and was instrumental in advocating for the creation of institutional tools to support TOD statewide, in particular, establishment of annual TOD CIP planning appropriations to kickstart TOD planning projects and drafting the Administration’s bill for a constitutional amendment to enable use of tax-increment financing in Hawai‘i.

Funakoshi expressed his appreciation for the Council’s support of the State TOD program and the opportunity to work with everyone. He observed that the TOD plan has laid a solid foundation and the program was able get planning funds for getting affordable housing and TOD projects started statewide. He wished everyone the best going forward.

a. **Next Meeting and Preliminary Agenda Items for Future Meetings**

- i. June 17, 2022 Presentation: HHFDC/Judiciary’s Alder Street Mixed-Use Project TOD Infrastructure Financing Study Update – TBD
TOD-Related Legislative Proposals and Other TOD Project CIP Requests for 2022 Legislative Session
Standing Reports—TOD Project Updates on Projects in *State Strategic Plan for Transit-Oriented Development*
- ii. July 15, 2022 Presentation: County of Maui Ka‘ahumanu Avenue Community Corridor Action Plan
Call for Proposals on the TOD CIP Planning Funds (if funding is appropriated)
TOD-Related Legislative Proposals and Other TOD Project CIP Requests for 2022 Legislative Session
Standing Report—TOD Project Updates on Projects in *State Strategic Plan for Transit-Oriented Development*

b. **September Meeting Date Change**

September 16, 2022 meeting will be changed to Friday, September 9, 2022.

c. **Neighbor Island Designee Travel**

Starting the June 17 TOD Council meeting, two designees from each of the Neighbor Island counties will be allowed to attend the TOD Council meetings in-person as has been in the past. Carl Miura

will be reaching out in mid-May to see if any designees are interested in traveling to Honolulu to attend the TOD Council meeting.

HR&A Advisors has been selected as the consultant for the TOD Infrastructure Financing and Delivery Strategies Project. A project launch is expected in early June. HR&A will provide a project overview at the June TOD Council meeting. The counties were requested to provide a brief description of the TOD Pilot Areas to be studied in the project.

Evans encouraged everyone to sign-up for the Hawai'i Congress of Planning Official's Conference scheduled from September 14-16, 2022 on Kaua'i. It will be the first in-person conference in two years.

9. Adjournment

There being no further business, the meeting was adjourned at 11:20 a.m.

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

Guests/Attendees: Alisa Hanselman, COH
Dan Yashima, OSPD
Blue Kaanehe, DLNR
Brian Lee, Honolulu Planning Commission/ Hawai'i Laborers and Employers
Cooperation and Education Trust Fund (LECET)
David Arakawa, Land Use Research Foundation
Derek Inafuku, UH-Honolulu Community College
Derek Wong, DLNR
George Atta
Harry Yada, COH
Audrey Hidano, DAGS
Karen Seddon, EAH
Kathryn Emanuel, Office of Senator Stanley Chang
Randy Chu, HHFDC
Robert Hanifin, USDOT
Tim Streitz, CCH Department of Planning and Permitting
Kalbert Young, UH
Veronica Rocha, Essential Leap