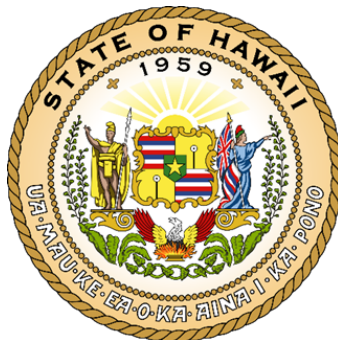


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Hawai'i Interagency Council for Transit-Oriented Development 2022 Annual Report

**REPORT TO THE THIRTY-SECOND LEGISLATURE
REGULAR SESSION OF 2023**



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 2022

Hawai'i Interagency Council for Transit-Oriented Development
Council Members, Designees, and Alternates
as of November 18, 2022

Office of Planning and Sustainable Development (OPSD)

Acting Director: Mary Alice Evans (Co-Chair)

Designee: Katia Balassiano

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: Vacant

Stadium Authority (SA)

Chairperson: Ross Yamasaki

Designee: John Fink

Department of Accounting and General Services (DAGS)

Comptroller: Audrey Hidano

Designees: Chris Kinimaka, David DePonte

University of Hawai'i (UH)

President: David Lassner

Designees: Michael Shibata, Karen Lee

Department of Education (DOE)

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

Designee: Harrison Rue

Department of Human Services (DHS)

Director: Catherine Betts

Designees: Malia Taum-Deenik, Joseph Campos

County of Hawai'i (COH)

Mayor: Mitch Roth

*Designees: Zendo Kern, 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

Catherine Camp, Central Pacific Bank

Hawai'i Community Development Authority (HCDA)

Executive Director: Craig Nakamoto

Designee: Vacant

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, Affordable Housing Connections LLC

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 2022. 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 supporting long-term economic resilience and smart public investments that result in livable, resilient, and equitable urban communities in Hawai'i.

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 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 neighborhoods, increase affordable housing, and improve accessibility to public facilities and services.

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.

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.

2 ACTIVITIES AND ACCOMPLISHMENTS

Organization of Report. The TOD Council's activities and accomplishments for calendar year 2022 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 February and November 2022. Virtual meetings were continued pursuant to emergency declarations limiting in-person gatherings in response to COVID-19. With the end of restrictions in March 2022, TOD Council started holding hybrid meetings with in-person and virtual participation in June.

Membership has been maintained and updated as agency leadership and staff, elected officials, and appointed members and designees change. Catherine Camp, Central Pacific Bank, was appointed in April 2022 to represent business interests. She joined Laura Kodama, Castle and Cooke, and Kevin Carney, Affordable Housing Connections LLC, who serve as the developer representative and housing advocate, respectively. Their terms run through December 5, 2022.

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 (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 *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 *TOD Strategic Plan* is available at https://files.hawaii.gov/dbedt/op/lud/20220425%20TOD%20Strat%20Plan/TODStratPlan_Aug2018_Current.pdf.

2.2.1 Strategic Plan Formulation/Implementation: Advisory Support

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. The Governor's Office is represented by a member on the TOD Council. Actions requiring the Governor's attention are coordinated as needed through the Governor's Office TOD Council representative and the TOD Council co-chairs.

This Annual Report provides the Governor with an update of activities and progress in implementing the *TOD Strategic Plan*. In February 2022, 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 2022 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 *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 *TOD Strategic Plan* as new opportunities emerge. Projects in the *TOD Strategic Plan* are eligible for TOD CIP Planning funds appropriated by the State Legislature. Three new projects were added in 2022:

- Kīlauea Town Affordable Housing, County of Kaua'i Housing Agency
- State Kailua-Kona Civic Center, Department of Accounting and General Services
- East Kapolei TOD Parking Infrastructure, Hawai'i Community Development Authority

In total, over seventy-five 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. **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 as reported to the TOD Council at its meetings.

Updates on selected TOD projects are summarized in **Section 2.4**. 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)

The four county-focused PIGs established in 2021 continue to meet to align State and county TOD implementation and priorities for TOD infrastructure investments. In 2022, the PIGs were

tasked with assisting the OPSD TOD infrastructure financing study consultant team in identifying planned development projects and infrastructure needs and costs in their respective TOD Pilot Areas: Iwilei-Kapālama on Oʻahu, Lihue Town Core on Kauaʻi, the Kaʻahumanu Avenue Community Corridor on Maui, and the Ane Keohokalole Highway Corridor in Kailua-Kona on Hawaiʻi. The county PIGs include representatives of county agencies as well as State agencies with development or infrastructure interests in each Pilot Area. The PIGs will meet again as forums for the review of the analysis and recommendations for TOD infrastructure financing and implementation developed over the course of the 18-month TOD Infrastructure Financing project.

Transit and Mobility PIG. The Transit and Mobility PIG established in September 2021 was dissolved by the TOD Council in 2022 so that it would not duplicate the work to be undertaken by a task force to be formed under Senate Resolution 132, SD1 passed in the 2022 legislative session. SR 132, SD1 convenes a task force comprised of a range of stakeholders to examine how to reduce the footprint and cost of transportation to households. A representative of the TOD Council will be asked to participate in the task force, and the TOD Council will be briefed on the findings and recommendations of the task force.

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 funding 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.

See **Section 2.4** for information on TOD CIP Planning appropriations and planning grants for TOD projects and **Section 2.5** for updates on specific TOD projects and funding requests.

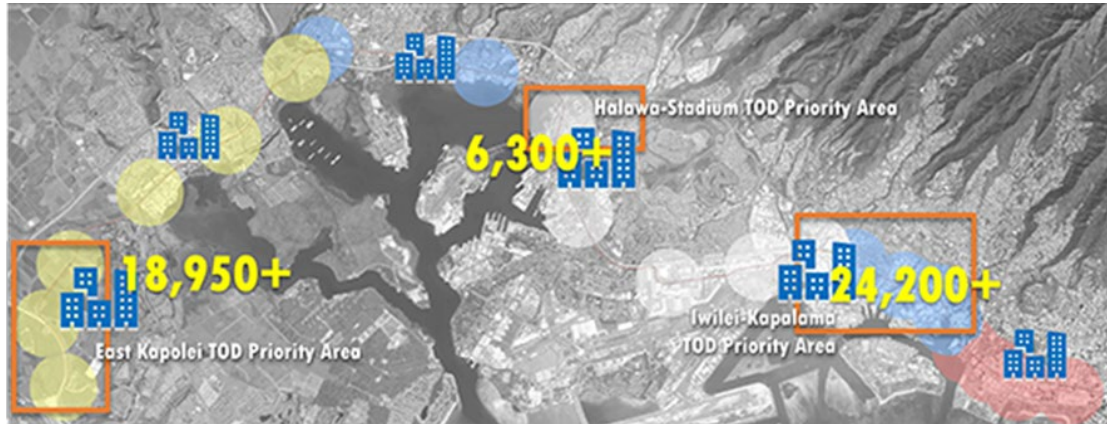
2.3.1 Briefings

■ **Legislative Informational Briefing on Affordable Housing in TOD Areas Along the Honolulu Rail Line, February 2, 2022**

House Housing Committee Chair and TOD Council member, Representative Nadine Nakamura, requested a presentation to a joint Senate and House Housing Committees informational hearing to inform legislators and the public of the extensive work being undertaken by State agencies in collaboration with the City and private sector to meet the housing demand, provide supportive infrastructure, and build vibrant communities along the Honolulu rail corridor. The 90-minute presentation provided an opportunity to highlight the housing and housing-supportive projects of eight State agencies and the City and County of Honolulu—as well as provide a comprehensive picture of the investments being made and needed to realize delivery of planned housing projects.

Data compiled for the TOD Council's Affordable Housing/TOD Implementation, O'ahu PIG estimated that at build-out, over 47,000 new housing units are expected to be developed by public and private developers near transit stations along the Honolulu rail corridor. Over 25,000 of these units will be affordable units.

The presentation, organized by OPSD, included presentations from the Hawai'i Housing Finance and Development Corporation, Hawai'i Public Housing Authority, the Departments of Accounting and General Services, Hawaiian Home Lands, Land and Natural



Resources, Transportation, the University of Hawai'i, and the City Department of Planning and Permitting. Details on affordable housing plans and the status of projects presented in the legislative briefing can be viewed on YouTube at a link posted with the presentation materials at the TOD Council webpage, <https://planning.hawaii.gov/lud/state-tod/>.

2.3.2 Presentations

■ USDOT Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Program for TOD Infrastructure

Robert Hanifin, US Department of Transportation (USDOT) – Build America Bureau

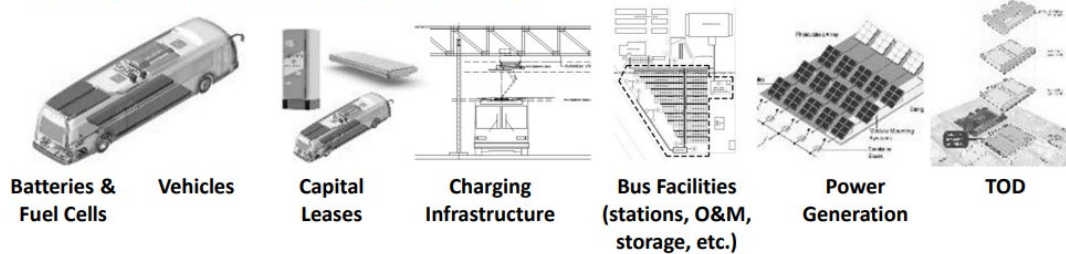
The presentation provided information to TOD Council members on a potential financing tool for State and county TOD projects.

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

Advantages of TIFIA Loans. The TIFIA loan program can offer borrowers financing at one-half the Treasury rate, up to 49 percent of costs, and no fees. The Bureau has about \$100 billion in loan funds to issue and is a non-competitive program. TIFIA loans are often combined with grants and other types of project financing. They can be a more cost-effective way to fund projects than waiting for traditional federal grants, which are competitive and are limited in the number of awards made each year.

Sustainability – Transit & Land Use

TIFIA's eligibility enables Bureau to finance anything that FTA can fund including joint development and capital infrastructure associated with fleet conversion, including leasing of capital (batteries, vehicles, etc.)



Bureau Example
CTA Rail Rolling Stock Replacement



Bureau Example
Monterey-Salinas Transit O&M Facility



Bureau Opportunity
Potrero Bus Yard Joint Development

Image Sources: CTA, SFMTA, Monterey-Salinas Transit

Eligible borrowers include state, tribal, county, and municipal governments. Private borrowers require a public sponsor. Eligible projects include:

- Roadways and bridges;
- Transit vehicles and facilities;
- Bicycle and pedestrian infrastructure;
- Intelligent transportation systems;
- Transit-oriented development;
- Intermodal connectors;
- Intercity rail and bus vehicles and facilities; and
- Refinancing of any of the project types listed above.

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

Follow-up note: DAGS and HPHA staff have requested follow-up meetings with the Bureau with respect to the potential applicability of TIFIA to their respective projects.

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

https://files.hawaii.gov/dbedt/op/lud/20220422%20TOD%20Mtg/03a-220422_Hawaii%20TODCouncil-Build%20America%20Bureau.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 *TOD Strategic Plan*; and (2) regional TOD-related projects that facilitate TOD development for multiple State, county, and private landowners in an area. The *TOD Strategic Plan* currently includes over 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.

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

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

	Proj ID	Agency	TOD Station or Area	Project	Area (Acres)	Proj Phase
East Kapolei	O-01	DHHL	East Kapolei	Kauluokahai Increment II-A, Multi-	33	Pre-Planning
	O-02	UH	East Kapolei, UHWO	UH West Oahu University District	168	Planning
	O-03	UHWO	East Kapolei, UHWO	UH West Oahu Long Range Development Plan	500	Planning
	O-06	DLNR	UH West Oahu	East Kapolei Master Development Plan	175	Planning
	O-07	DOE	Hoopili	East Kapolei High School	45	Planning
	O-38	HDOT	UH West Oahu, Hoopili	Farrington Highway Widening	45	Construction
	Halawa-Stadium	O-13	SA/DAGS	Halawa	Aloha Stadium Redevelopment / Ancillary Development (NASD)	99
O-14		HPHA	Halawa	Puuwai Momi Homes/Conceptual Master Plan	12	Planning
	O-16	PSD/DAGS	Middle St., Kalihi	Oahu Community Correctional Center (OCCC) Site Redevelopment	16	Pre-Planning
	O-17	HPHA	Kalihi	Kamehameha Homes	16	Pre-Planning
	O-18	HPHA	Kalihi	Kaahumanu Homes	7	Pre-Planning
Iwilei-Kapalama	O-21	HPHA	Kapalama	School Street Administrative Offices Redevelopment	12	Plan/Design
	O-39	HHFDC	Iwilei, Kapalama	State Iwilei Infrastructure Master Plan	34	Planning
	O-22	HPHA	Iwilei	Mayor Wright Homes Redevelopment	15	Planning
	O-23	HHFDC/DAGS	Iwilei	Liliha Civic Center Mixed-Use Project	4	Planning
	O-25	HHFDC	Kakaako	690 Pohukaina	2	Planning
	O-26	DOE/HHFDC	Kakaako	Pohukaina Elementary School	2	Planning
City & County of Honolulu	O-32	HHFDC/CCH	Iwilei, Kapalama	Iwilei-Kapalama Infrastructure Master Plan	581	Planning
	O-33	CCH	Pearlridge	Pearlridge Bus Center/TOD Project	3	Plan/Design
	O-34	CCH	Kapalama	Kapalama Canal Catalytic Project/Linear Park	19	Design
	O-35	CCH	Chinatown	Chinatown Action Plan		EA/Design
	O-36	CCH	Waipahu Transit Center	Waipahu Town Action Plan		Planning

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

	Proj ID	Agency	TOD Station or Area	Project	Area (Acres)	Proj Phase
Kauai	K-01	DAGS/COK	Lihue	Lihue Old Police Station/Civic Center TOD Proof of Concept	1	Pre-Planning
	K-14	COK	Lihue	Lihue Civic Center Redevelopment		Planning
	K-15	COK	Lihue	Lihue Civic Center Mobility Plan		Planning
	K-04	COK/KHA/HHFDC	Eleele	Lima Ola Workforce Housing Development	75	Construction
	K-07	COK/DPW	Hanapepe	Hanapepe Complete Streets Improvements		Design
	K-08	HHSC/COK	Kapaa	Mahelona State Hospital/TOD Master Plan	34	Planning
Kauai	K-09	COK/DPW	Mahelona	Kawaihau/Hauaala/Mailihuna Road Complete Streets & Safety Improvements		Construction
	K-10	COK/DPW	Koloa School	Poipu Road Safety & Mobility Projects (fka Poipu Rd Multi-modal Improvements)		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/KHA	Kekaha-Lihue Line	Waimea 400 (fka Waimea Lands Master Plan)	34	Planning
	K-16	COK/KHA	Kilauea Gym/Anaina Hou Park-n-Ride	Kilauea Town Affordable Housing Expansion	48	Planning
Hawaii	H-02	COH	Keaau	Keaau Public Wastewater System		Planning
	H-13	COH	Pahoa	Pahoa Transit Hub		Planning
	H-05	COH	Hilo	Ka Hui Na Koa O Kawili Affordable Housing	7	Construction
	H-14	HPHA/COH	Hilo	Lanakila Homes/Complete Streets/Multi-Modal Improvements		Planning
	H-15	DAGS/COH	Kailua-Kona	State Kailua-Kona Civic Center	TBD	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-12	HHFDC/COH	North Kona	Kukuiola & 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

2.4.1 Projects Awarded TOD CIP Planning Grants

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 *TOD Strategic Plan*. This year's awards and the status of projects funded in prior years are summarized below.

■ **FY 2023 TOD CIP Planning, Statewide [Act 248, SLH 2022]** **\$2,000,000**

In 2022, the Legislature appropriated \$2 million in CIP funds to OPSD for statewide planning of TOD projects identified in the *TOD Strategic Plan*. Proposals requesting a total of \$2.432 million in funding were submitted. Five projects were awarded funding: two State projects and three county projects. OPSD expects to complete execution of the necessary delegation agreements and contracts with the five recipients in January 2023. This enables the agencies to proceed with the procurement of consultant services in early 2023. More information on the grants awarded is provided under the September 9, 2022 meeting at <http://planning.hawaii.gov/lud/state-tod/hawaii-interagency-council-for-transit-oriented-development-meeting-materials/>.

▶ **Hawai'i Public Housing Authority** **\$350,000**

Kamehameha and Ka'ahumanu Homes Redevelopment, Kalihi, O'ahu

The project award facilitates planning for the proposed redevelopment of 23.4 acres of aging public housing into mixed-use, mixed-income community—a priority for HPHA. It will increase the number of affordable housing units within walking distance of two planned rail stations. Proximity to DOE school facilities increases opportunity for collaboration around teacher and workforce housing. The project lies in an Urban Honolulu Opportunity Zone census tract.

▶ **University of Hawai'i System** **\$250,000**

UH West O'ahu University District (Non-Campus) Lands Feasibility Study, East Kapolei, O'ahu

The project will identify and evaluate the revenue generating potential for development of the UH West O'ahu (UHWO) campus' University District Lands to support the University's mission and guide potential TOD development to achieve a compact, mixed-use, walkable transit-oriented community near schools, jobs, and services. This is a priority TOD project for UH and the State due to the project area's proximity to two rail stations adjacent to the UHWO campus and its potential to catalyze TOD in the East Kapolei area as envisioned in the City and County of Honolulu's East Kapolei Neighborhood TOD Plan.

▶ **County of Hawai'i / State Department of Accounting and General Services** **\$400,000**

Kailua-Kona Transit Hub Planning, Kailua-Kona, Hawai'i

The project entails site selection, conceptual master planning, and preparation of an Environmental Assessment (EA) for the County's Kailua-Kona Transit Hub with the potential co-location of a State office facility that consolidates leased office space in the Kona area. The project will provide essential transit infrastructure in support of TOD in the Kailua-Kona region and supports the timely implementation of the County's move to a hub-and-spoke

transit system. The potential for co-location of a State civic center will improve access to services for clients and employees and support increased ridership on County transit in the region. Portions of the study area lie within Kailua-Kona Opportunity Zone census tracts.

▶ **County of Kaua'i Housing Agency** **\$425,000**

Waimea 400 Affordable Housing Master Plan, Waimea, Kaua'i

The project entails master planning, predevelopment engineering, and technical studies for approximately 2002 units of affordable housing on 30 acres of County-owned land within the County's Waimea 400 project area. The Waimea 400 lands are adjacent to Waimea Town, State schools, and health care facilities. The project award enables County implementation of its completed Waimea 400 Plan and promotes delivery of housing opportunities on County lands adjacent to State facilities and served by County transit. The housing master plan will complement the creation of a walkable, pedestrian-oriented neighborhood in proximity to recreational, agricultural, and open space features in the Waimea 400 Plan.

▶ **County of Kaua'i Housing Agency** **\$375,000**

Kīlauea Town Affordable Housing Master Plan, Kīlauea, Kaua'i

The project entails master planning, predevelopment engineering, and technical studies for a master planned residential community adjacent to Kīlauea Town Center, which will provide approximately 200 affordable housing units on approximately 48 acres. The proposed housing aligns with County plans for Kīlauea Town and further County efforts to provide housing outside of areas impacted by storm-related flooding and road closures. The County has CBDG-Disaster Recovery funds for a portion of project costs.

■ **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 *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 completed execution of the agreements and contracts with the six recipients in 2022 to enable the agencies to proceed with the procurement of consultant services. 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

Procuring consultant services

The project entails 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 project supports 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 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

In-Progress

Funds will be used to update 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 two 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.

▶ **Department of Land and Natural Resources**

\$300,000

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

In-Progress

The project includes the 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 rail stations.

▶ **Hawai'i Public Housing Authority**

\$225,000

Kahekili Terrace Housing Master Plan, Kahului, Maui

Procuring consultant services

The project involves master planning and 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. The project will further support and enhance the Wailuku Redevelopment Area and incorporate elements to enable safe access for pedestrians, bicyclist, motorist, and transit users within the community.

▶ **Hawai'i Public Housing Authority**

\$400,000

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

Pending release of funds

The projects includes master planning for the redevelopment of Pu'uwai Momi Housing situated adjacent to the Hālawā Rail Station and in proximity to the Aloha Stadium redevelopment area. 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 / Hawai'i State Public Library System (HSPLS)**

\$100,000

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

In-Progress

The TOD CIP Planning grant is funding the conduct of planning studies for site selection, conceptual site design, and preparation of an EA for the County Pāhoa Transit Hub in Pāhoa Town to support a hub-and-spoke fixed route transit system for the County. 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. In 2022, HSPLS contributed CIP planning funds to the conduct of the project to explore and plan for the potential co-location of a new Pāhoa Public Library with the Transit Hub.

► **Office of Planning and Sustainable Development**

\$500,000

TOD Infrastructure Financing & Delivery Strategies for TOD Pilot Areas

In-Progress

A budget proviso in Section 39 of Act 88, SLH 2021 set 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. 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 for the study 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 Keohokalole corridor for Hawai'i. The TOD Pilot Areas selected by the counties share common characteristics: they are key transit centers or corridors targeted for growth of civic and private uses and affordable housing with significant State and County assets and facilities planned or in place, and face infrastructure deficits that will require coordinated public and private investment to achieve the TOD vision for each area. Each TOD Pilot Area presents unique resources, challenges, and opportunities to achieve successful TOD, and the study areas are at different levels of readiness for TOD.

A multidisciplinary consultant team led by HR&A Advisors will be conducting the 18-month study. The consultant team completed in-person site visits of the four TOD Pilot Areas in June 2022 and met with key State and County stakeholders to identify issues and opportunities for TOD and infrastructure delivery in each TOD Pilot Area. The team completed compiling data on planned development and infrastructure needs from county and State agencies. The team will complete the next phase of identifying potential financing tools and strategies that might be used in the Pilot Areas in December 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 *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/>.

▶ **Hawai'i Public Housing Authority / County of Hawai'i** **\$550,000**

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

The project is a joint State/County effort involving the 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. HDR was selected as the prime consultant, and the project kicked off in October 2022.

▶ **County of Maui** **\$500,000**

West Maui TOD Corridor Plan, Lahaina-Kā'anapali, Maui **In-Progress**

The project entails 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. Nelson Nygaard is the prime consultant and initial site visits, stakeholder meetings, and project advisory committee meetings have been held.

▶ **County of Kaua'i** **\$250,000**

Līhu'e Civic Center Mobility Plan, Līhu'e, Kaua'i **In-Progress**

The project involves the 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. A consultant team led by Nelson Nygaard has conducted initial site assessment work and design charrettes for conceptual planning.

▶ **Hawai'i State Public Library System / Dept of Accounting and General Services** **\$200,000**

Integrated Kahului Library/Kahului Mixed-Use Civic Center Complex, Kahului, Maui **In-Progress**

This planning study will identify programming needs for a new Kahului Public Library and examine possible integration of the library into the DAGS Mixed-Use Civic Center Complex site in Kahului, Maui. A project team led by hi-arch-y llp has prepared a development program, case precedents study, and preliminary conceptual site plans for the mixed-use library/civic center facility.

■ **FY 2018 TOD CIP Planning, O'ahu [Act 49, SLH 2017, Sec 30.K.3]** **\$1,000,000**

▶ **Office of Planning and Sustainable Development** **\$1,000,000**

State TOD Planning and Implementation Plan, Island of O'ahu **Completed**

The CIP TOD 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. The final report was completed in July 2020. 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:

https://files.hawaii.gov/dbedt/op/lud/20200811_StateTODProjectReport/State-TOD-PIP-Proj_WebReport-w-Appendices_202007.pdf.

■ FY 2018 Other TOD Project Appropriations

▶ DAGS / Stadium Authority (SA) \$10,000,000

New Aloha Stadium Entertainment District Project (NASED) In Progress

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 were shortlisted to participate in the Stadium Project's P3 RFP solicitation. A P3 RFP for the Real Estate Project was issued and a short-list of development teams announced for the Real Estate Project. The Final Programmatic EIS was accepted in September. 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 UH CDC 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 2023.

▶ OPSD / University of Hawai'i Community Design Center \$250,000

Waipahu TOD Proof of Concept Project Completed

The course work and directed research by the UH CDC project team was completed and presented to the TOD Council in January 2018. The work provides a framework for integrative analysis and planning for the development of all State parcels within the ½-mile radius of the Waipahu transit station.

■ 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 site, as well as alternatives that could distribute the total anticipated HPHA residential 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 a highest-and-best-use market study of the Pu'uwai Momi parcel completed. Additional studies related to archaeological, historic, and cultural resources are to be completed this year.

► **Department of Land and Natural Resources** **\$200,000**

East Kapolei lands—Strategic Master Plan **Completed**

A consultant team conducted an initial market study and conceptual strategic plan for four DLNR parcels situated adjacent to UH West O'ahu, DR Horton Ho'opili lands, and the UH West O'ahu transit station. The funds supplemented the conceptual strategic plan to incorporate TOD elements. The strategic plan is the foundation for the preparation of an EIS for the two TOD parcels now underway and informs the urban design plan to be prepared with funding from the DLNR FY22 TOD CIP planning grant. That work is now underway.

► **UH Honolulu Community College (HCC)** **\$100,000**

UH HCC Campus—TOD Study **Completed**

The report, which assessed potential TOD options in conjunction with the future transit station planned on the HCC campus, was completed in 2019 and presented to the UH Board of Regents. A presentation on the HCC TOD study findings was made to the TOD Council at its June 2019 meeting.

2.4.2 Presentations: Project Updates

■ **Ka'ahumanu Avenue Community Corridor Action Plan**
"TOD Action Plans: A Tale of Two Corridors (Ka'ahumanu Community Corridor, West Maui Community Corridor)"

Pam Eaton, County of Maui Planning Department

The Ka'ahumanu Avenue Community Corridor (KACC) Project was completed in March 2022. The project was funded by a State Legislature grant-in-aid to the County of Maui and County matching funds. The project aim was to identify the opportunity, needs, and actions needed to transform the Ka'ahumanu Avenue corridor between Kahului and Wailuku into a pedestrian-friendly, transit-oriented community corridor.

The Ka'ahumanu Avenue corridor is a unique "spine" with the Central Maui Transit Hub being built, the Kahului Civic Center, and retail on the Kahului end and the Wailuku civic center and Wailuku Town on the other. Medical, educational, and arts facilities are located along the corridor and the area has some of the densest neighborhoods on the island.

In developing the Ka'ahumanu Avenue Community Corridor Action Plan, the County focused on three components - people, buildings, and public space – in terms of implementation. The Plan also contains "quick wins" to get people excited and develop community champions for projects. The project team also created branding for selected areas along the corridor to catalyze community engagement and spur ideas for redevelopment and other improvement projects.

Much of the Plan work focuses on how to increase bus service, walkability, and pedestrian comfort and safety along the corridor and at its cross-streets—with actions such as adding bus stops along Ka'ahumanu Avenue where none exist today, making Complete Streets

improvements on Kanaloa Avenue, and developing a fun crosswalk on Baldwin Avenue to increase pedestrian safety and awareness.

One of the keys to the TOD action plan is implementing through investment. Nelson Nygaard, lead consultant, showed the County what it means to invest in transit-oriented communities and the benefits this would bring as compared to strictly auto-oriented projects. Given the complexity of implementation, the County needs a leader or lead agency who will take charge and coordinate all of these efforts.

The project was conducted during the COVID pandemic and used a range of participatory tools to engage public and private stakeholders and the broader community in the planning effort. The County is taking what it's learned from this project and applying these lessons and tools to its West Maui TOD Corridor project, which got underway in September.

The Ka'ahumanu Avenue Community Corridor Draft Action Plan is posted online at <https://www.kaahumanucommunitycorridor.org/>. Slides for this presentation are included in a PDF posted at:

<https://files.hawaii.gov/dbedt/op/lud/20220909%20TOD%20Mtg/04-KaahumanuAveCommunityCorridorActionPlanPamEaton.pdf>.

■ **City and County of Honolulu TOD Planning and TOD Zoning Update**

Harrison Rue, City and County of Honolulu, Department of Planning and Permitting

The presentation focused on providing an update on the City's efforts to adopt TOD zoning for the City's TOD Plan areas—with particular focus on the work being done to adopt TOD zoning in the State TOD Priority Areas of Halawa-Stadium, East Kapolei, and Iwilei-Kapālama.

All eight City TOD Plans covering 19 stations have been adopted by the City Council. Two additional planned stations are in the Kaka'ako Community Development District administered by HCDA. The City TOD Plans were based on community visioning efforts. Adoption of the TOD zoning for the TOD Special Districts in each of the TOD Plans allows for a variety of mixed land uses, including Apartment Mixed Use (AMX), Business Mixed Use (BMX), and Industrial Mixed Used (IMX), generally at a higher density than current zoning. Two of the TOD Plan areas have zoning adopted—the Waipahu and Aiea-Pearl City TOD Plans.

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

The East Kapolei TOD Plan was adopted in 2020 with increased height and density around the three station areas. DR Horton's Ho'opili already has several thousand residential units built. Private developers have been working in the area for years and have constructed a lot of the infrastructure. The proposed TOD zoning is close to being submitted to the City Planning Commission. The City is 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, density, and mix of possible uses were adjusted based on recommendations from State agencies to support implementation of plans currently being developed for the State lands near the Halawa Station. City TOD staff are working on developing the zoning maps for submission to the City Planning Commission. The adoption timeframe was 8-12 months.

In the Iwilei-Kapālama station areas, the City is working with HHFDC on the State Infrastructure Master Plan. There was a significant increase in height and density for the TOD Plan area compared to the original version of the plan. An EISPN was published for the State Infrastructure Master Plan in 2022. DPP's TOD team is evaluating the appropriate zoning recommendations for areas that are likely to be impacted by sea level rise.

Tim Streitz of the DPP TOD team provided an update and walk-through of the revamped City TOD website. The new website provides a visually-interesting and well-organized resource for all things TOD for both developers and the public—in particular, information on the City's TOD Plans, TOD Special District, TOD zoning, and related permits and guidance documents and background studies. The City TOD website is at <https://www.honolulu.gov/tod/home.html>.

Slides for Harrison Rue's presentation are included in a PDF posted at:

<https://files.hawaii.gov/dbedt/op/lud/20220422%20TOD%20Mtg/03b-TODPlans&Zoning04-22-22.pdf>

2.4.3 Other TOD Project Initiatives

Mixed-Use Library Projects. OPSD TOD staff continues to work with the HSPLS, DAGS, and the 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 the Phase 2 master planning underway at the Samuel Mahelona Memorial Hospital TOD project site at Kapa'a, Kaua'i.

TOD Project Metrics. OPSD TOD staff is in discussion with staff of the State Climate Change Adaptation and Mitigation Commission and Hawai'i State Energy Office to develop metrics to evaluate how project receiving TOD planning grants and TOD projects in general are aligned to TOD objectives and whether they reduce vehicle-miles traveled and further use of active, public, and shared transportation modes. A Climate Ready VISTA intern will be developing a list of metrics to consider.

2.5 Review of CIP Requests to the 2022 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 February 2022.

- 1. BED144–STATEWIDE TOD PLANNING – FY2023, \$1M** **[Funded]**
OPSD Request: \$1 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 *TOD Strategic Plan*, including support for coordination and collaboration of State and county agencies to plan and implement key projects.
- 2. TRN501–Farrington Highway Widening, O‘ahu – FY2023, \$95M** **[Funded]**
DOT Request: \$95 million to widen Farrington Highway from Fort Weaver Road to Kualaka‘i Parkway to accommodate East Kapolei development and traffic demands. Plans are to construct a three-lane highway with one lane in each direction and a shared turn lane throughout the route. A three-lane configuration will not require relocation of utilities and will allow for additional room to install bike lanes and pedestrian walkways. The project is anticipated to be put out for bid in late 2022.
- 3. PSD900–O‘AHU COMMUNITY CORRECTIONAL CENTER (OCCC), O‘ahu – FY2023, \$15M** **[Not Funded]**
PSD Request: \$15 million for planning, design, and construction of the new OCCC. The existing OCCC facility, the State’s largest jail, has been operating at its current location since 1975. Due to its current age and obsolete facilities and infrastructure, PSD plans to relocate and construct a modern facility at the Hālawa Animal Quarantine Station site. The quarantine station needs to be relocated to accommodate the new OCCC facility, and the existing OCCC facility needs to be relocated before the 16-acre parcel in Kalihi can be evaluated for its TOD potential. The CIP request includes funding for design and improvements to the existing Laumaka Work Furlough Center (LWFC) on an adjacent site. The existing LWFC facilities were assessed as being in poor physical condition and not meeting current standards for security, health, and safety.
- 4. UOH900–UH–West O‘ahu – FY2023, \$10M** **[Not Funded]**
UH Request: \$10 million to provide essential planning and design funds for infrastructure to spur development of the University District lands. The vision for the University District is a vibrant, sustainable mixed-use community that will be integrated and complement the UHWO campus. It presents an opportunity to create a new “college town” for future generations.

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 2022 Legislative Session, the TOD Council reviewed, discussed, and monitored approximately 23 measures related to TOD, including appropriations bills with requests for funding for TOD projects and TOD program support.

Key measures tracked in the 2022 Legislative Session include the following:

- HB 1600, HD1, SD2, CD1, which contained adjustments and new appropriations in the Executive Budget for fiscal biennium 2021-2023, including funding for capital improvement projects requested by State agencies (CD1). The amended Executive Budget was enacted as Act 248, SLH 2022.
- SB2898, SD2, HD2, CD1, which established the Transit-Oriented Development Infrastructure Improvement District program under the HCDA and Transit-Oriented Development Infrastructure Improvement District Board/s to develop a program to identify and facilitate the development of necessary infrastructure improvements within the districts. The measure also established a Transit-Oriented Development Infrastructure Improvement District Special Fund (CD1). The bill was enacted as Act 148, SLH 2022.
- HB 2085, which proposed an amendment to the State Constitution to expressly provide that the legislature may authorize political subdivisions, such as counties, to issue tax increment bonds and to exclude tax increment bonds in calculating the debt limit of the political subdivisions. The measure was not passed.
- HB1552, HD1, SD1, which have clarified the composition of the Stadium Authority as enacted in Act 146, SLH 2021. The measure was not passed.
- SB 2232, SD1, which proposed to designate all State-owned lands located within one mile of any rail mass transit station, excluding lands under the jurisdiction of DHHL, as Important Housing Lands to promote the development of homes priced below market rates for Hawai'i residents who are owner-occupants or occupants of rental units and own no other real property. The amendment would also require that State and county housing policies, tax policies, land use plans, ordinances, and rules promote the long-term viability of Important Housing Lands. The measure was not passed.
- SB 2193, SD1, which would have required State agencies to consult with OPSD and HHFDC on the formulation of development plans and requires that agencies formulate plans ensuring that fifty per cent of housing units in State agencies' development and redevelopment plans along the rail transit corridor be reserved for residents meeting certain requirements. The measure was not passed.

- SB 2506, which would have created a Department of Housing. This proposal would place HCDA, HHFDC, OPSD, and HPHA under the Department of Housing for administrative purposes. The measure was held.

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 promote TOD-supportive policies and regulations; 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 made to the TOD Council in 2022 are summarized below.

■ Building a Community with Affordable Housing

Ann McKenzie, Chicago Housing Authority (CHA); Andrea Telli, Chicago Public Library (CPL); Michael Kaplan, Related Midwest.

CHA is the largest owner of rental housing in the City of Chicago with a budget of over \$1 billion serving 77 community areas. It is a municipal not-for-profit corporation, governed by a Board of Commissioners appointed by the mayor. It serves nearly 63,000 households. Through a collaborative effort with CPL, CHA has delivered housing in conjunction with four public libraries. Libraries are now places where information intersects and patrons can both obtain information and produce content. To maximize the efficient use of land, the highlighted projects locate housing and other civic and commercial uses above or adjacent to libraries, creating mixed-use centers for communities.

- **Northtown Library** provides 44 units of senior, mixed-income housing above a 16,000 square foot library. It replaced a submarginal facility. The new library is the center of the Rodgers Park residential neighborhood.
- **Independence Library** has 44 units of senior, mixed-income housing above a 16,000 square foot library. It replaced a fire-damaged space that CPL rented.



The distinctive designs for the Independence (pictured above left), Northtown, and Little Italy Branches (above right) are the result of a design competition to bring world class architecture into these neighborhoods.

- **Little Italy Branch/Taylor Street Apartments in Roosevelt Square** – The Related Midwest company had been working with CHA on the Roosevelt Square multi-phase redevelopment project to replace an older housing project once occupied by ABLA Homes. They wanted a building that fit into the community and integrated housing, community space, and a library.
- **Altgeld Family Resource Center** – This project co-located a public library branch, daycare facility, and community space. The U.S. Department of Housing and Urban Development (HUD) allowed them to use federal funds for the childcare center since 95 percent of the children live in adjacent public housing. HUD also approved funding for the community space. The library component was financed with New Market Tax Credits and resulted in formation of a 501(c)(3). The total budget was 40 percent funded by New Market equity and rest was traditional HUD funding and other revenue sources.

Benefits of Co-Location. Andrea Telli explained that libraries serve as community centers, provide a great use of ground floor space, and co-location can lower overall costs. Co-location strengthens communities, brings people to the public facility, supports economic development, and nurtures learning. Kaplan mentioned that it can be very hard to underwrite ground floor retail: investors in affordable housing generally do not want to take on risks associated with retail use. In comparison to the Chinatown Branch, a standalone, the Little Italy Branch Library cost less than half to build due to several features of the tax credit program and sharing of the land and construction costs. Community Service Facility costs could also be included in the eligible costs for Low-Income Housing Tax Credits. Tax Increment Financing (TIF) was also a source of financing for the Little Italy/Taylor Street project.

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

https://files.hawaii.gov/dbedt/op/lud/20220318%20TOD%20Mtg/03-CHA_Libraries_March_18_2022.pdf

Efforts in Hawai'i. Stacey Aldrich, HSPLS State Librarian, informed the TOD Council of three TOD planning projects underway: the Kahului Public Library integration study, Pāhoā Public Library co-location study, and relocation of the Kapa'a Public Library. HSPLS received TOD CIP Planning funds from OPSD to explore co-locating the Kahului Library in a civic center with other State agencies. HSPLS is working with the County of Hawai'i Mass Transit Agency on potential co-location of a new Pāhoā library with the County Pāhoā transit hub. In Kapa'a, HPSLS is considering moving to the Samuel Mahelona Memorial Hospital campus where affordable and senior housing is being planned. Housing and libraries are a perfect fit as shown in the CHA-CPL examples. HSPLS is looking for opportunities to increase synergy in the creation of active community centers.

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

<https://files.hawaii.gov/dbedt/op/lud/20220318%20TOD%20Mtg/HSPSLSlides20220318.pdf>

■ **Miami-Dade County Initiative for Public Schools with Teacher Housing**

Michael Liu, Miami-Dade County Public Housing and Community Development Department (PHCD); Lisa Martinez, formerly with Miami-Dade County Public Schools (MDCPS) Board; and Alberto Milo, Jr, Related Urban Development

Miami-Dade PHCD is the sixth large public housing agency in the country. Finding land for affordable/workforce housing in the Miami-Dade County area is a challenge, similar to the situation in Honolulu. This led the housing agency to work with Miami-Dade County Public Schools (MDCPS) to co-locate workforce housing. The PHCD/MDCPS collaboration will result in the construction of housing and two public schools at two sites.

Collaboration Between Public Agencies and Private Partner. The Schoolhouse Apartments consists of 10 housing units dedicated to teachers and other public school employees and a new Southside Preparatory Academy. When MDCPS began exploring ways to expand its existing Southside Elementary School in the Brickell neighborhood, they didn't have sufficient land. The Related Urban Development Group was already working with PHCD to develop an adjacent parcel with high-rise public housing with plans to build another 400-500 unit mixed-use, mixed-income project. In 2015, MDCPS approached the Related Group about incorporating a school on the ground floor of the parking garage area of the developer's project. This led to a "4P", Public-Public-Private Partnership, with two public entities partnering to solve two big needs in the community. The Southside Preparatory Academy and Schoolhouse Apartments broke ground in December 2021, with completion expected in late 2024.



Rendering of Southside Preparatory Academy/Schoolhouse Apartments

The Schoolhouse Apartments/Southside Preparatory Academy project was contingent on MDCPS allowing PHCD to develop over 225 workforce housing units on the Phillis Wheatley Elementary School campus in the Overtown neighborhood. The MDCPS-owned property will include a new school facilities and 225 mixed-income apartments. The project should be completed by 2026–2027.

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

https://files.hawaii.gov/dbedt/op/lud/20220218%20TOD%20Mtg/3a-Miami-DadePHCD-MDCSPPT_2.pdf

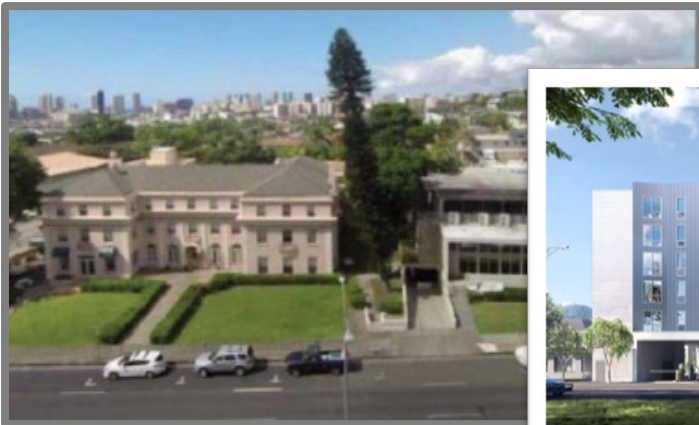
■ **University of Hawai'i (UH) Public-Private Partnership (P3) Initiatives**

Kalbert Young and Michael Shibata, UH Office of Strategic Development and Partnership; Michael Lam, Hunt Companies-Hawai'i Division; Jared Everett and Ethen Thatcher, Greystar

The UH Office of Strategic Development and Partnership is responsible for development of non-academic properties and focuses on monetization of properties. This includes engaging in P3 opportunities or evaluation of it as a delivery method for projects. Some of the objectives and considerations weighed in pursuing P3s, include:

- Enhancement of Facilities – UH sees P3s as having the potential to deliver and maintain high-quality facilities.
- Risk Mitigation – P3s will minimize risk, limit UH's balance sheet exposure, and minimize UH's financial contribution to a project. UH in turn is offering its partners more of the overall economic benefits of a project.
- Future Obligations and Liabilities – Upon project completion, the private sector partner will be responsible for ensuring continued economic viability of their project.

UH is currently working on two P3 projects at the UH-Mānoa campus: redevelopment of the sites of the former Atherton YMCA and former National Oceanographic and Atmospheric Administration (NOAA) facility. Both projects are Design-Build-Finance-Operate-Maintain (DBFOM) projects, with the facilities essentially owned by the private partner and the public partner retaining ownership of the land and providing a tax-exempt status for the project. Most of the DBFOM components are the responsibility of the private partner. UH contributes the land, secures the necessary permits, and conducts the public participation, while the private partner provides the construction funding.



Left: Aerial image of Atherton YMCA site.

Right: Rendering of the RISE Project

RISE at the Atherton YMCA Site. The UH Foundation and UH envision this as a mixed-use project with academic and student housing components anchored by the Pacific-Asian Center for Entrepreneurship (PACE). Construction began in 2022 on the 220-unit, 374-bed housing

facility. There is also 1,700 square feet of retail space and 25,000 square feet for innovation, classroom, office, and commercial use. The historic Charles Atherton Building will be repurposed into commercial space. Hunt's Hawai'i Division is the P3 developer selected to design, build, finance, operate, and maintain the Atherton RISE (Residences for Innovation Student Entrepreneurship) Project.

Former NOAA Facility. The private developer, Greystar, envisions providing affordable housing to graduate students, faculty, and staff. With UH's focus on affordable housing, Greystar went with a non-profit model to get the lowest cost of capital and tax-exempt bonds. This supported the risk transfer to private partners while still providing affordability. The facility will provide approximately 600 beds with 317 units. It should cost about \$130 million to build and be ready for occupancy by Fall 2025. Construction is slated to begin in 2022.



*Left: Aerial image of former NOAA site.
Right: Rendering of proposed project*



Future Opportunities. UH is evaluating future P3-type projects at UH-West O'ahu, Leeward Community College, and Honolulu Community College, which are along the rail line. This will offer community benefits like additional housing, economic diversification, and key social/academic services. UH is also evaluating the P3 potential for additional faculty housing at UH-Mānoa and housing and mixed-use at UH-Hilo.

■ **Alder Street Mixed-Use Project – “Hale Kālele: Integrating Affordable Housing, Civic Uses, and Sustainable Design”**

Dean Minakami, HHFDC; Alana Kobayashi Pakkala, The Kobayashi Group; and Christine Gamble, Carbon Cure Technologies

The project is a partnership between HHFDC, the Judiciary, and The Kobayashi Group—one of the few that has affordable housing and civic uses. The project provides 30,000 square feet for the Judiciary's juvenile services center and shelter. Separate entries from Pi'ikoi and Alder Streets were used to help define the separate uses. The Judiciary portion occupies two levels. The rest of the building is residential. It has a total of 201 units with 10 units at 30 percent of Area Median Income (AMI), 190 units at 60 percent AMI, and one manager's unit. It is located one-third of a mile from the planned Ala Moana rail transit station. The site was used as a juvenile detention facility prior to the facility's relocation to Kapolei in 2010.

The partnership is similar to other affordable housing projects where HHFDC completes the permitting tasks, including the environmental assessment, to reduce the developer's risk. One of the biggest challenges of this type of project is to align the financing. Funding of the Judiciary component was more problematic since housing tax credit programs, in general, cannot be used for non-residential purposes. The HHFDC Board approved a grant from the Dwelling Unit Revolving Fund (DURF) to fund the Judiciary portion of the project.

Cost Efficiencies. The project benefited from cost efficiencies because it combined two uses – housing and institutional. They used a “tunnel form construction,” which helped expedite the construction process and cut some of the overhead. The 20-story project was completed within 18 months. The Kobayashi Group has implemented a tiered approach to energy sustainability in their projects, incorporating for example:

- Passive Design – natural ventilation, daylighting, shading, etc.
- High-performance Building Design – site orientation, insulation, glazing, etc.
- Mechanical and Electrical Systems – HVAC, lighting, building controls, etc. No individual water heaters were installed in the units. Instead, solar and centralized water heating were provided.
- Renewable Energy – solar photovoltaics and energy storage.

After creating an energy efficient building, the Kobayashi Group worked with RHA Energy Partners to produce the lowest possible operational carbon footprint and found they could realize additional savings through use of renewable energy. Photovoltaics and battery storage usage could meet about 86 percent of their energy needs, which means that the residents will not have to pay as much for their electricity expenses. The project participated in Hawaiian Electric's Battery Bonus Program to help pay for the renewable energy infrastructure costs. Incorporation of the Judiciary facility in the buildings' energy system allows the Judiciary facility's daytime energy needs almost 100 percent renewable. As a result, the overall project can maximize the use of PV during the day and reduce storage needs, getting the project 60 percent to net zero. From this experience, renewable energy could work financially for other projects.

Embodied Carbon. The Alder Street Mixed-Use Project used almost 9,000 cubic yards of CarbonCure concrete. It saved 62 metric tons of CO₂, which is equivalent to 76 acres of forest absorbing CO₂ for a year. Concrete accounts for nearly 50 percent of a building's total carbon emissions. Traditionally, work has focused on operational carbon with very little innovation in embodied carbon. Embodied carbon is the emissions from manufacturing, transportation, and installation of building materials through to the construction of the building. With new technology and significant improvements in operational efficiencies, there is a global effort to eliminate emissions from embodied carbon in the built environment by 2050. Concrete is the most abundant human-made material in the world and one of the largest contributors to embodied carbon on any project—others being steel and wood. Cement production contributes to approximately 7 percent of the world's CO₂ emissions.

When the Alder Street Project was being discussed, CarbonCure was not used in a building more than twelve stories tall. Now, CarbonCure has supplied the product to projects taller than 50 stories.

The CarbonCure technology also improves the concrete's nano-strength and concrete producers can use less cement. As they use less cement, the carbon footprint gets reduced. The product that is delivered to the construction site is the same concrete with less carbon.

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

<https://files.hawaii.gov/dbedt/op/lud/20220617%20TOD%20Mtg/03-HHFDCAllderSt-HaleKalelePresentation.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.

3 PLANNED ACTIVITIES FOR 2023

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 *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 2023 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 FY 23 CIP funds to the five projects selected for funding. OPSD will also be participating in projects funded by TOD CIP Planning grants that will be active in 2023, 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 TOD projects in the *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 county PIGs will be working on in 2023. OPSD TOD staff also plans to work on moving the *TOD 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

County-level PIGs. The four PIGs will meet several more times over the next 12 months to support consultant team in the conduct of the TOD Infrastructure Financing Study—developing recommendations for the TOD infrastructure financing strategies for the TOD pilot areas in each county.

Participation in Other Region-Serving TOD-related Initiatives. TOD program staff will 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;
- West Maui TOD Corridor Plan;
- DLNR East Kapolei TOD Master Plan and EIS;
- New Aloha Stadium Entertainment District Project;
- Pu'uwai Momi Redevelopment;
- Kahului Public Library Study; and
- Pahoia Transit Hub/Pahoia Library Co-Location Study.

3.3 Development of TOD Support Tools and Resources

Research and Advocacy for Tools. 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;
2. Expansion of financing tools;
3. Expanded use of value capture financing tools; and
4. Increasing housing opportunities in TOD areas.

TOD Infrastructure Financing Study. The final three phases of the TOD Infrastructure Financing Study will be completed in 2023. The study is expected to identify short- and long-term measures that could facilitate effective use of financing tools and value capture opportunities associated with TOD infrastructure financing and delivery. OPSD will assist the TOD Council in advancing measures recommended as needed upon completion of the project.

Best Practices for Affordable Housing (YIMBY Working Group). The TOD Council co-chairs serve on a statewide working group established pursuant to Act 305, SLH 2022, the “Yes in My Backyard Act.” The working group is staffed by HHFDC. The working group is to (1) foster increased interagency coordination on housing and zoning issues, (2) raise awareness of State and county efforts to reduce barriers to affordable housing development, and (3) propose legislation to help reduce barriers to development. OPSD TOD staff will monitor the work and recommendations of the working group as they might apply and be implemented in TOD efforts statewide to spur increased production of—as well as the maintenance of—higher-density, affordable housing stock in TOD areas.

Review of FY 2023 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 2023 legislative session.

Monitoring and Review of TOD-related Legislation. OPSD anticipates a bill will be introduced in the 2023 legislative session to amend the State constitution to enable county use of tax increment financing to finance public infrastructure needed to support development in planned TOD areas. OPSD will provide supportive testimony for this measure as it provides a means to pay for the large upfront costs of public infrastructure and reduce barriers to TOD project implementation. During the 2023 legislative session, OPSD and 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 continues to collaborate with DBEDT BDS and its partners as needed to facilitate TOD project access to Opportunity Zone funds and funding opportunities. With the introduction of congressional legislation to extend the Opportunity Zone tax credits, there could be more interest in investing in capital and business opportunities in TOD projects in the OZ census tracts.

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 2023. The meetings will be conducted both in-person and with 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 2023 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 *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 2022.

Funding requests where known are italicized.