



**DEPARTMENT OF BUSINESS,  
ECONOMIC DEVELOPMENT & TOURISM**

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Statement of  
**LUIS P. SALAVERIA**  
Director  
Department of Business, Economic Development and Tourism  
before the

**HOUSE COMMITTEE ON TRANSPORTATION**

February 3, 2016 at 10:30 a.m.  
State Capitol, Room 309

In consideration of  
**H.B. 2302**  
**RELATING TO TRANSIT-ORIENTED DEVELOPMENT.**

Chair Aquino, and Members of the House Committee on Transportation.

DBEDT supports H.B. 2302, an Administration bill. H.B. 2302 establishes the Interagency Council for Transit-Oriented Development, to be co-chaired by the Office of Planning and the Hawaii Housing Finance and Development Corporation, to promote coordinated development planning for government lands located near planned transit stations or facilities. DBEDT believes that a formal structure for transit-oriented development planning is needed to promote economic development, jobs and housing in these locations.

Thank you for the opportunity to testify.

DAVID Y. IGE  
GOVERNOR



CRAIG K. HIRAI  
EXECUTIVE DIRECTOR

## STATE OF HAWAII

DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT AND TOURISM  
HAWAII HOUSING FINANCE AND DEVELOPMENT CORPORATION  
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Honolulu, Hawaii 96813  
FAX: (808) 587-0600

IN REPLY REFER TO:

Statement of  
**Craig K. Hirai**  
Hawaii Housing Finance and Development Corporation  
Before the

### HOUSE COMMITTEE ON TRANSPORTATION

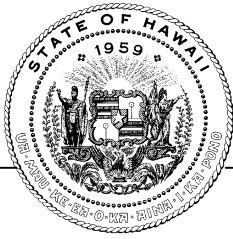
February 3, 2016 at 10:30 a.m.  
State Capitol, Room 309

In consideration of  
**H.B. 2302**  
**RELATING TO TRANSIT-ORIENTED DEVELOPMENT.**

The HHFDC ***strongly supports*** H.B. 2302, an Administration bill. H.B. 2302 creates an Interagency Council for Transit-Oriented Development with members from federal, state, and county government to create an effective and efficient statewide transit-oriented development plan.

The council would be placed in DBEDT for administrative purposes, and jointly chaired by the Office of Planning and HHFDC. Transit-oriented development presents a unique opportunity to address simultaneously the issues of economic stimulation and affordable housing shortages. An increased supply of workforce units on state lands in transit-oriented development zones can provide low-income and moderate-income families with the opportunity to reside in vibrant communities and growing micro-economies. The development of workforce housing units on state lands around transit-centered communities will also encourage families to utilize public transportation, providing the transit system with increased ridership.

For these reasons, HHFDC respectfully requests that the Committee support this bill. Thank you for the opportunity to testify.



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**DAVID Y. IGE**  
GOVERNOR

**LEO R. ASUNCION**  
DIRECTOR  
OFFICE OF PLANNING

Statement of  
**LEO R. ASUNCION**  
Director, Office of Planning  
before the  
**HOUSE COMMITTEE ON TRANSPORTATION**  
Wednesday, February 3, 2016  
10:30 AM  
State Capitol, Conference Room 309

in consideration of  
**HB 2302**  
**RELATING TO TRANSIT-ORIENTED DEVELOPMENT.**

Chair Aquino, Vice Chair LoPresti, and Members of the House Committee on  
Transportation.

The Office of Planning (OP) strongly supports HB 2302, which establishes the Hawaii Interagency Council for Transit-Oriented Development (TOD) within the Department of Business, Economic Development, and Tourism to institutionalize intergovernmental and interagency coordination on transit-oriented development planning statewide.

In his State of the State Address, Governor Ige aptly stated that “[p]erhaps the greatest opportunities for housing on Oahu rest with transit-oriented development.” HB 2302 is part of an Administration package of TOD-related bills that promote coordinated State agency efforts to develop affordable housing, mixed use development, and infrastructure improvements on State lands in TOD areas.

In late 2014, State legislators, led by Senator Suzanne Chun Oakland, convened the State TOD Task Force for the purpose of coordinating State agency activities for TOD. The Task Force, comprised primarily of State agencies that own land or have jurisdiction over land along

the 20-mile rail corridor, has met monthly since January 2015 to review and coordinate State agency TOD projects and activities and prioritize their planned projects in consultation with the Task Force. This effort included a number of sub-committee meetings at the station level. City and County of Honolulu Department of Planning and Permitting (DPP) and Honolulu Authority for Rapid Transit (HART) staff have been active and valuable participants in the Task Force meetings. Although the State has been actively coordinating activities, it has been on a voluntary and informal basis.

With the assistance of Task Force members, OP prepared a "Status Report on the State Transit-Oriented Development Task Force," which summarized the efforts of the Task Force in 2015 and identified priority sites and projects that should be considered for State TOD master planning and development. One of the Report's goals for 2016 is to formally constitute the State TOD Task Force to promote more effective and efficient TOD planning and coordination among the State, county, and federal governments and the private and non-profit sectors.

HB 2302 is well-aligned with the activities initiated by the State TOD Task Force and will ensure continued coordination and support for project planning and implementation of successful TOD projects on State lands, not just in Honolulu, but also in our Neighbor Island counties.

Thank you for the opportunity to testify on this matter.



# Chamber of Commerce HAWAII

*The Voice of Business*

**Testimony to the House Committee on Transportation  
Wednesday, February 3, 2016 at 10:30 A.M.  
Conference Room 309, State Capitol**

**RE: HOUSE BILL 2302 RELATING TO TRANSIT ORIENTED DEVELOPMENT**

Chair Aquino, Vice Chair LoPresti, and Members of the Committee:

The Chamber of Commerce Hawaii ("The Chamber") **supports** the intent of HB 2302, which is intended to coordinate development of state lands in and around the transit stations by establishing the Hawaii Interagency Council for Transit-Oriented Development within the Department of Business, Economic Development, and Tourism to institutionalize intergovernmental and interagency coordination on transit-oriented development planning statewide.

The Chamber is Hawaii's leading statewide business advocacy organization, representing about 1,000 businesses. Approximately 80% of our members are small businesses with less than 20 employees. As the "Voice of Business" in Hawaii, the organization works on behalf of members and the entire business community to improve the state's economic climate and to foster positive action on issues of common concern.

We believe that there is a need for government leadership in the redevelopment areas near the transit stations. There is a pressing need to address infrastructure capacity building along the entire transit corridor if we are to realize any of the increased density at the transit stations.

We strongly believe that the appropriate entity to oversee the planning and redevelopment efforts would be an entity attached to the HCDA. HCDA currently has all of the statutory authority to redevelop urban areas, as has been done in Kakaako. Creating an entity within the existing structure of HCDA with the specific role of planning and redeveloping the lands near the transit stations would be a more efficient and effect approach than what is being proposed in the bill.

We understand that there are other bills which would give HCDA authority to plan and redevelop areas around the transit stations.

Thank you for the opportunity to testify.

February 3, 2016

**The Honorable Henry Aquino, Chair**

House Committee on Transportation  
State Capitol, Room 309  
Honolulu, Hawaii 96813

**RE: H.B. 2302, Relating to Transit-Oriented Development**

**HEARING: Wednesday, February 3, 2016 at 10:30 a.m.**

Aloha Chair Aquino, Vice Chair LoPresti, and Members of the Committee:

I am Myoung Oh, Government Affairs Director, here to testify on behalf of the Hawai'i Association of REALTORS® (“HAR”), the voice of real estate in Hawai'i, and its 8,800 members. HAR **supports the intent** of H.B. 2302 which establishes the Hawaii Interagency Council (“Council”) for Transit-Oriented Development within the Department of Business, Economic Development, and Tourism to institutionalize intergovernmental and interagency coordination on transit-oriented development planning statewide.

Transit-Oriented Development (“TOD”) is a type of community development that includes a mixture of housing, jobs, office, shops, which are integrated into a walkable neighborhood. TOD is often located within a quarter mile of quality public transportation. The goal of TOD is to creating walkable, sustainable communities where people have more transportation and housing choices.

As rail is being built on O'ahu, HAR believes the Council can help create a much needed plan to facilitate the State's TOD needs. Additionally, Hawai'i is in a dire need for housing. According to the Department of Business and Economic Development and Tourism, nearly 66,000 housing units are needed to meet long-term demand over the next 10 years. As such, the formulation of the Council can help create a plan that incorporates workforce housing and neighborhoods for all income levels and housing needs.

HAR would also note that one transit station could be owned or maintained by various parties, such as the Department of Land and Natural Resources, Hawaii Public Housing Authority, University of Hawai'i, Department of Transportation, City and County of Honolulu, and private owners. Because of the many parties that are involved, this will require planning and coordination. As such, the formulation of the Council could help facilitate in this area.

Furthermore, the Council would not only be limited to O'ahu, but could also help with TOD planning on the neighbor islands, such as transit stops for buses and shuttles.

Mahalo for the opportunity to testify.



*Locally Owned & Operated in Hawaii Since 1961*

February 02, 2016

**Testimony to the House Committee on Transportation Wednesday, February 3, 2016  
10:30 am State Capitol-Conference Room 309**

**RE: House Bill 2302 Relating to Transit Oriented Development**

Honorable Chair Aquino and Vice Chair Lo Presti, and members of the committee:

We are a small business serving the building industry here in Hawaii. We believe that there is a need for government leadership in the redevelopment areas near the transit stations. There is a time sensitive need to address infrastructure capacity building along the entire transit corridor if we are to realize any of the increased density at the transit stations.

We **support the intent of H.B. 2302** which is intended to coordinate the development of state lands in and around the transit stations.

However, we **strongly** believe that the appropriate entity to oversee the planning and redevelopment efforts would be an entity attached to the HCDA. HCDA currently has all of the statutory authority to redevelop urban areas, as has been done in Kakaako. Creating an entity within the existing structure of HCDA with the specific role of planning and redeveloping the lands near the transit stations would be a more efficient and effective approach than what is being proposed in the bill.

We understand that there are other bills which would give HCDA authority to plan and redevelop areas around the transit stations.

Thank you.

Respectfully submitted,

Anthony Borge  
General Manager  
RMA Sales  
99-134 Waiua Way  
Aiea, HI 96701





**HOUSE COMMITTEE ON TRANSPORTATION**

February 3, 2016, 10:30 A.M.

Room 309

**(Testimony is 1 page long)**

**LATE**

**TESTIMONY IN SUPPORT OF HB 2302**

Aloha Chair Aquino, Vice Chair LoPresti, and Committee members:

Blue Planet Foundation supports HB 2302, which establishes the interagency council for transit-oriented development (TOD) within the department of business, economic development, and tourism to institutionalize intergovernmental and interagency coordination on TOD planning statewide.

Transit-oriented development (TOD) promotes the formation of compact, mixed-use communities centered around high-quality transit nodes. TOD has been shown to shrink travel distances by placing residences, jobs and services within closer proximity. It has been shown to reduce car ownership and induce the shifting of trips from cars to more energy efficient modes such as walking, biking and transit.

However, the compact, mixed-use nature of TOD often requires high levels of communication and coordination between a number of public agencies and various levels of government. This can make TOD more challenging for developers, financial organizations, and public agencies than other forms of development.

Blue Planet Foundation supports the development of the interagency council for TOD and believes it has the potential to increase the amount and quality of TODs around the state, thereby increasing the economic, social and environmental benefits they offer.

Thank you for the opportunity to testify.

# BIA-HAWAII

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## Testimony to the House Committee on Transportation The Honorable Henry Aquino, Chair The Honorable Matthew LoPresti, Vice-Chair Members of the Committee Wednesday, February 3, 2016

**LATE**

### **RE: HB 2302: Relating to Transit Oriented Development.**

Dear Chair Aquino, Vice-Chair LoPresti, and members of the Committee:

My name is Gladys Marrone, Chief Executive Officer for the Building Industry Association of Hawaii (BIA-Hawaii), the Voice of the Construction Industry. We promote our members through advocacy and education, and provide community outreach programs to enhance the quality of life for the people of Hawaii. BIA-Hawaii is a not-for-profit professional trade organization chartered in 1955, and affiliated with the National Association of Home Builders.

BIA-HAWAII supports the intent of H.B. 2302 which is intended to coordinate development of state lands in and around the transit stations by establishing the Hawaii Interagency Council for Transit-Oriented Development within the Department of Business, Economic Development, and Tourism to institutionalize intergovernmental and interagency coordination on transit-oriented development planning statewide.

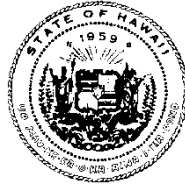
We believe that there is a need for government leadership in the redevelopment areas near the transit stations. There is a pressing need to address infrastructure capacity building along the entire transit corridor if we are to realize any of the increased density at the transit stations.

We strongly believe that the appropriate entity to oversee the planning and redevelopment efforts would be an entity attached to the HCDA. HCDA currently has all of the statutory authority to redevelop urban areas, as has been done in Kakaako. Creating an entity within the existing structure of HCDA with the specific role of planning and redeveloping the lands near the transit stations would be a more efficient and effect approach than what is being proposed in the bill.

We understand that there are other bills which would give HCDA authority to plan and redevelop areas around the transit stations.

Thank you for the opportunity to express our views on this matter.

DAVID Y. IGE  
GOVERNOR



HAKIM OUANSAFI  
EXECUTIVE DIRECTOR

**STATE OF HAWAII**  
DEPARTMENT OF HUMAN SERVICES  
HAWAII PUBLIC HOUSING AUTHORITY  
1002 NORTH SCHOOL STREET  
Honolulu, Hawaii 96817

BARBARA E. ARASHIRO  
EXECUTIVE ASSISTANT

Statement of  
**Hakim Ouansafi**  
Hawaii Public Housing Authority  
Before the

**LATE**

**HOUSE COMMITTEE ON TRANSPORTATION**

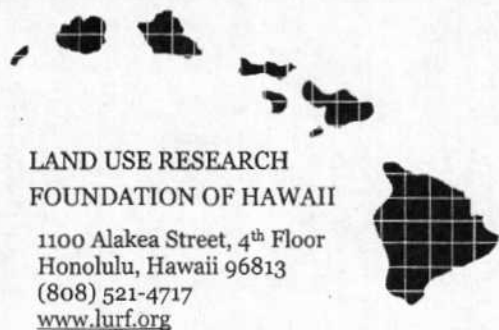
February 3, 2016 10:30 A.M.  
Room 309, Hawaii State Capitol

In consideration of  
**HB 2302**  
**RELATING TO TRANSIT-ORIENTED DEVELOPMENT.**

Honorable Chair Aquino and Members of the House Committee on Transportation, thank you for the opportunity to provide this testimony in SUPPORT of House Bill (HB) 2302 to establish the Hawaii Interagency Council for Transit-Oriented Development within the Department of Business, Economic Development, and Tourism (DBEDT) to institutionalize intergovernmental and interagency coordination on transit-oriented development planning statewide. The Hawaii Public Housing Authority (HPHA) offers the following comments:

The HPHA is currently negotiating a public-private partnership to redevelop Mayor Wright Homes, which is located within a quarter mile of the proposed Iwilei Honolulu Rail station. This redevelopment project will include public housing units as well as affordable and market rate units and commercial uses. The HPHA is endeavoring to redevelop several of its other properties within the transit-oriented development (TOD) zones of the Honolulu Rail line, envisioning the creation of vibrant, walkable, accessible and diverse communities, and a substantial increase in the number of housing units for each project. As a member of the State TOD Task Force that was initiated in late 2014 and led by Senator Suzanne Oakland, we welcome the opportunity to continue to coordinate with other State stakeholders through a formal interagency council to ensure that all resources are efficiently and effectively used for TOD for the benefit of the community, HPHA tenants and taxpayers.

The HPHA appreciates the opportunity to provide the House Committee on Transportation with the HPHA's testimony regarding HB 2302.



LAND USE RESEARCH  
FOUNDATION OF HAWAII

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**LATE**

February 3, 2016

**LATE**

Representative Henry J.C. Aquino, Chair  
Representative Matthew S. LoPresti, Vice Chair  
House Committee on Transportation

**Comments regarding HB 2302 Relating to Transit-Oriented Development. (Establishes the Hawaii Interagency Council for Transit-Oriented Development within the Department of Business, Economic Development, and Tourism (DBEDT) to institutionalize intergovernmental and interagency coordination on transit-oriented development planning statewide. Appropriates funds.)**

**Wednesday, February 3, 2016, 10:30 a.m., in Conference Room 309**

The Land Use Research Foundation of Hawaii (LURF) is a private, non-profit research and trade association whose members include major Hawaii landowners, developers and a utility company. LURF's mission is to advocate for reasonable, rational and equitable land use planning, legislation and regulations that encourage well-planned economic growth and development, while safeguarding Hawaii's significant natural and cultural resources, and public health and safety.

LURF appreciates the opportunity to provide **comments and requested amendments relating to HB 2302.**

**HB 2302.** This bill proposes to establish in the DBEDT, a Hawaii Interagency Council for Transit-Oriented Development (Council) to institutionalize a coordinated, intergovernmental and interagency approach to TOD planning statewide. The measure also includes an appropriation to carry out the purposes of the bill.

If adopted, the Council is mandated to:

- *“Serve as the TOD planning and policy development entity with representation from state and county government and the community,” but does not include Council membership or input by county planning departments and private professionals in housing, finance, land use and construction;*

It is important for the State agencies and TOD stakeholders to share information and work together cooperatively to achieve the goals of this bill – which is to coordinate efficient statewide TOD planning. However, the bill does not address the need for “public-private partnerships” and collaboration amongst diverse sectors of the community which would be crucial to the successful development of TOD – private professionals in housing, finance, land use and construction and the county planning departments.

**Conclusion.** While LURF supports the intent of this measure, LURF **cannot fully support this bill in its current form.** Thus, LURF further respectfully requests **amendment of this measure:** (1) to allow membership and input by TOD stakeholders, including, but not limited to housing, finance, land use, construction professionals and county planning departments, in order to have the expertise and input to achieve successful TOD projects and any future statewide TOD program that may be developed as a result; and (2) to confirm that this Council is not a government permitting or regulatory agency, which will create additional costs, delays and litigation.

Thank you for the opportunity to present comments regarding this matter.