

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
677 QUEEN STREET, SUITE 300
Honolulu, Hawaii 96813
FAX: (808) 587-0600

IN REPLY REFER TO:

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

SENATE COMMITTEE ON WAYS AND MEANS

March 1, 2017 at 9:45 a.m.
State Capitol, Room 211

In consideration of
S.B. 1146, S.D. 1
RELATING TO SCHOOL IMPACT FEES.

The HHFDC **supports the intent** of S.B. 1146, S.D. 1, but defers to the Department of Education on any fiscal impact the measure may have.

S.B. 1146, S.D. 1, would exempt housing reserved for households at or below 80 percent of the area median income located on Oahu from school impact fees. We believe that this would reduce the cost to build affordable family housing projects serving low-income families.

Thank you for the opportunity to provide written comments on this measure.

DAVID Y. IGE
GOVERNOR



HAKIM OUANSAFI
EXECUTIVE DIRECTOR

BARBARA E. ARASHIRO
EXECUTIVE ASSISTANT

STATE OF HAWAII
HAWAII PUBLIC HOUSING AUTHORITY
1002 NORTH SCHOOL STREET
POST OFFICE BOX 17907
HONOLULU, HAWAII 96817

Statement of
Hakim Ouansafi
Hawaii Public Housing Authority
Before the

SENATE COMMITTEE ON WAYS AND MEANS

Wednesday, March 1, 2017
9:45 AM
Room 211, Hawaii State Capitol

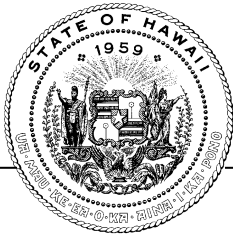
In consideration of
SB1146, SD1
RELATING TO SCHOOL IMPACT FEES

Honorable Chair Tokuda and Members of the Senate Committee on Ways and Means, thank you for the opportunity to provide testimony concerning Senate Bill 1146, SD1, relating to school impact fees.

The Hawaii Public Housing Authority (HPHA) supports SB 1146, SD1, which exempts housing developments reserved for persons or families with incomes up to eighty per cent of the area median income located on the island of Oahu from school impact fee requirements.

School impact fees can significantly raise the cost of new housing development projects. Providing an exemption for housing developments for person or families with incomes up to eighty percent of the Average Median Income (AMI), will help to promote the development of affordable housing.

The HPHA appreciates the opportunity to provide the Senate Committee on Ways and Means with the HPHA's comments regarding SB 1146, SD1. We thank you very much for your dedicated support.



**OFFICE OF PLANNING
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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
SENATE COMMITTEES ON WAYS AND MEANS
Wednesday, March 1, 2017
9:45 AM
State Capitol, Conference Room 211

in consideration of
SB 1146, SD1
RELATING TO SCHOOL IMPACT FEES.

Chair Tokuda, Vice Chair Dela Cruz, and Members of the Senate Committees on Ways and Means.

The Office of Planning (OP) supports the intent of SB1146, SD1, which proposes to provide an exemption from school impact fees for new housing units that are reserved for persons or families with incomes up to eighty percent of the area median income (AMI) on Oahu.

OP agrees that while the school impact fees are necessary to offset the impact of new homes and families on local schools, it can be detrimental to efforts that provide housing to individuals or families – specifically those that fall within the zero to one hundred forty percent AMI. Allowing housing development projects in which the units for families earning up to eighty percent of the AMI to be exempt from school impact fees, will encourage developers to provide more low-income housing, increasing the overall affordable housing supply for Hawaii residents. We note however, that including eighty to one hundred forty percent AMI, will provide additional affordable housing supply across the range of unit affordability.

Thank you for the opportunity to testify on this matter.

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Testimony to the Senate Committee on Ways & Means
Tuesday, March 1, 2017
9:45 a.m.
Conference Room 225

RE: HB 1146 SD1 – Relating to School Impact Fees

Chair Tokuda, Vice-Chair Dela Cruz, and members of the committee:

My name is Gladys Quinto Marrone, CEO of the Building Industry Association of Hawaii (BIA-Hawaii). Chartered in 1955, the Building Industry Association of Hawaii is a professional trade organization affiliated with the National Association of Home Builders, representing the building industry and its associates. BIA-Hawaii takes a leadership role in unifying and promoting the interests of the industry to enhance the quality of life for the people of Hawaii.

BIA-HAWAII is in opposition to the exemptions proposed in SB 1146 SD1, which would exempt housing developments reserved for persons or families with incomes up to eighty per cent of the area median income located near the Honolulu rail transit line from school impact fee requirements.

In 2007, the legislature passed Act 245, which created the public school impact fee law. The original Act reflected a general methodology and approach for identifying need areas and calculating appropriate school impact fees for new residential developments. At that time, the only exemptions allowed under the law were:

1. Any form of housing permanently excluding school-aged children, with the necessary covenants or declarations of restrictions recorded on the property;
2. Any form of housing that is or will be paying the transient accommodations tax under chapter 237D;
3. All nonresidential development; and,
4. Any development with an executed education contribution agreement or other like document with the department for the contribution of school sites or payment of fees for school land or school construction.

Our understanding is that impact fees are assessed on new developments, and are intended to minimize the impact on the existing level of service that government provides. For example, if a project generates more traffic on surrounding roads, the theory is the impact fee imposed would provide roadway improvements such that the new project would have no impact on the current level of service provided by the existing roadways (i.e. traffic flow).

The school impact fee law was intended to address the need to increase capacity at an existing school or build a new school based on the new students being generated by the new development. Thus, the current exemptions in the law were for projects that did not generate any new students.

With our current housing crisis, it is understandable that legislation is being considered to reduce the cost housing, for families at the 80% and below AMI. However, in doing so, the unintended consequences of such actions will unfairly shift the financial burden imposed by the impact fee on all other housing type above the 80% AMI, including those units identified as affordable and workforce housing (i.e. 140% and below AMI).

In 2014, the National Association of Home Builders (NAHB) prepared a state by state analysis of the number of home buyers impacted for every \$1,000 increases in price. In 2014, 594 households in Hawaii were priced out of the market by a \$1,000 increase in price.

Our concern is that Hawaii's needs to build its way out of our current housing crisis by increasing the supply of housing at all price points. A healthy housing market allows people to purchase housing at price ranges they can afford and as their income improves, provides them with the opportunity to "move up" the housing ladder. Shifting the school impact fee to only apply to buyers at the 80% or more AMI will just add more costs to these units and negatively impact housing affordability in the State.

The housing market has changed dramatically since the impact fee law was passed in 2007. Most of the developments were "greenfield" projects and there was no rail rapid transit project in Honolulu. Now the focus is on urban infill with more compact units and more rental units on government lands in the urban core.

We stand in opposition. Thank you for the opportunity to express our views on this matter.

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Honolulu, Hawaii 96813



Telephone: 808 926-1530
Contact@HEECoalition.org

Committee on Ways and Means
Senator Jill Tokuda, Chair
Senator Donovan Dela Cruz, Vice Chair

Aloha Chair Tokuda, Vice Chair Dela Cruz and Members of the Committee,

We are providing testimony in support for SB1146 SD1 relating to school impact fees.

Hui for Excellence in Education, or "HE'E," is a statewide coalition of diverse stakeholders committed to working collaboratively to identify opportunities to improve public education in Hawai'i. HE'E seeks to be the focal point for community and parent engagement while serving as a public resource for educational policy.

The Coalition supported the action to designate the Kalihi to Ala Moana School Impact Fee District when it was presented to the Board of Education (BOE) in November 2016. Potentially up to 39,000 multi-family units and approximately 10,000 public school students would be impacted in the district due to residential development associated with Honolulu's Rapid Transit, which translates to 6 elementary schools and 1.5 middle and high schools.¹ State General Funds are insufficient to accommodate even repair and maintenance of our schools (2016 backlog of roughly \$300 million) let alone the building of new schools. The Hawaii State Legislature passed Act 237 in 2016 which allows the school impact fees to be used to purchase completed construction, construct new school facilities, improve or renovate existing structures for school use, or lease land or facilities for school use. Our aging schools are not able to accommodate well the educational needs of our students, and so we believe that additional revenue streams are needed to support schools.

The action was deferred by the BOE to allow the DOE to meet and work with stakeholders on establishment of the district and the amount of fees. There was substantial opposition from developers and supporters of affordable housing. We understand the concerns of these stakeholders and commend the legislature for proposing this option, which would exempt new housing units that are reserved for persons or families with incomes up to eighty percent of the area medium income from school impact fee requirements.

Thank you for the opportunity to testify. Our support represents a 75% consensus or more of our voting membership.

Sincerely,

Cheri Nakamura
HE'E Coalition Director

¹http://boe.hawaii.gov/Meetings/Notices/Meeting%20Material%20Library/FIC_20161115_Committee%20Action%20to%20Designate%20Kalihi-Ala%20Moana%20School%20Impact%20Fee%20District.pdf

HE'E Member List

Academy 21
After-School All-Stars Hawaii
Alliance for Place Based Learning
*Castle Complex Community Council
*Castle-Kahuku Principal and CAS
Coalition for Children with Special Needs
*Faith Action for Community Equity
Fresh Leadership LLC
Girl Scouts Hawaii
Harold K.L. Castle Foundation
*Hawai'i Afterschool Alliance
*Hawai'i Appleseed Center for Law and Economic Justice
*Hawai'i Association of School Psychologists
Hawai'i Athletic League of Scholars
*Hawai'i Charter School Network
*Hawai'i Children's Action Network
Hawai'i Nutrition and Physical Activity Coalition
* Hawai'i State PTSA
Hawai'i State Student Council
Hawai'i State Teachers Association
Hawai'i P-20
Hawai'i 3Rs
Head Start Collaboration Office
It's All About Kids
*INPEACE
Joint Venture Education Forum
Junior Achievement of Hawaii
Kamehameha Schools
Kanu Hawai'i
*Kaua'i Ho'okele Council
Keiki to Career Kaua'i
Kupu A'e
*Leaders for the Next Generation

Learning First

McREL's Pacific Center for Changing the Odds

*Native Hawaiian Education Council

Our Public School

*Pacific Resources for Education and Learning

*Parents and Children Together

*Parents for Public Schools Hawai'i

Punahou School PUEO Program

Teach for America

The Learning Coalition

US PACOM

University of Hawai'i College of Education

YMCA of Honolulu

Voting Members () Voting member organizations vote on action items while individual and non-voting participants may collaborate on all efforts within the coalition.*



Chamber of Commerce HAWAII

The Voice of Business

Testimony to the Senate Committee on Ways and Means
Wednesday, March 1, 2017 at 9:45 A.M.
Conference Room 225, State Capitol

RE: SENATE BILL 1146 SD1 RELATING TO SCHOOL IMPACT FEES

Chair Tokuda, Vice Chair Dela Cruz, and Members of the Committee:

The Chamber of Commerce Hawaii ("The Chamber") **opposes SB 1146 SD1, which** exempts housing developments reserved for persons or families with incomes up to eighty per cent of the area median income located on the island of Oahu from school impact fee requirements. .

The Chamber is Hawaii's leading statewide business advocacy organization, representing about 1,600+ 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.

In 2007, the legislature passed Act 245, which created the public school impact fee law. The original Act reflected a general methodology and approach for identifying need areas and calculating appropriate school impact fees for new residential developments. At that time, the only exemptions allowed under the law were:

1. Any form of housing permanently excluding school-aged children, with the necessary covenants or declarations of restrictions recorded on the property;
2. Any form of housing that is or will be paying the transient accommodations tax under chapter 237D;
3. All nonresidential development; and,
4. Any development with an executed education contribution agreement or other like document with the department for the contribution of school sites or payment of fees for school land or school construction.

Our understanding is that impact fees are assessed on new developments, and are intended to minimize the impact on the existing level of service that government provides. For example, if a project generates more traffic on surrounding roads, the theory is the impact fee imposed would provide roadway improvements such that the new project would have no impact on the current level of service provided by the existing roadways (i.e. traffic flow).



The school impact fee law was intended to address the need to increase capacity at an existing school or build a new school based on the new students being generated by the new development. Thus, the current exemptions in the law were for projects that did not generate any new students.

With our current housing crisis, it is understandable that legislation is being considered to reduce the cost housing, for families at the 80% and below AMI. However, in doing so, the unintended consequences of such actions will unfairly shift the financial burden imposed by the impact fee on all other housing type above the 80% AMI, including those units identified as affordable and workforce housing (i.e. 140% and below AMI).

In 2014, the National Association of Home Builders (NAHB) prepared a state by state analysis of the number of home buyers impacted for every \$1,000 increases in price. In 2014, 594 households in Hawaii were priced out of the market by a \$1,000 increase in price.

Our concern is that Hawaii's needs to build its way out of our current housing crisis by increasing the supply of housing at all price points. A healthy housing market allows people to purchase housing at price ranges they can afford and as their income improves, provides them with the opportunity to "move up" the housing ladder. Shifting the school impact fee to only apply to buyers at the 80% or more AMI will just add more costs to these units and negatively impact housing affordability in the State.

The housing market has changed dramatically since the impact fee law was passed in 2007. Most of the developments were "greenfield" projects and there was no rail rapid transit project in Honolulu. Now the focus is on urban infill with more compact units and more rental units on government lands in the urban core.

Perhaps it's time to rethink the notion of school impact fees and find other ways to get new public schools built along the transit corridor.

We stand in opposition to this bill. Thank you for the opportunity to express our views on this matter.



46-063 Emepela Pl. #U101 Kaneohe, HI 96744 · (808) 679-7454 · Kris Coffield · Co-founder/Executive Director

**TESTIMONY FOR SENATE BILL 1146, SENATE DRAFT 1, RELATING TO SCHOOL
IMPACT FEES**

**Senate Committee on Ways and Means
Hon. Jill N. Tokuda, Chair
Hon. Donovan M. Dela Cruz, Vice Chair**

**Wednesday, March 1, 2017, 9:45 AM
State Capitol, Conference Room 211**

Honorable Chair Tokuda and committee members:

I am Kris Coffield, representing IMUAlliance, a nonpartisan political advocacy organization that currently boasts over 350 members. On behalf of our members, we offer this testimony in opposition to Senate Bill 1146, SD 1, relating to school impact fees.

We strongly support the development of affordable housing in Hawai'i. As a state, we must find a balance between the rampant real estate speculation driving up our housing and rental costs and meeting the needs of economically disadvantaged residents. Just as our homeless population has soared in recent years, so, too, has our state's cost of housing. The median price of condominiums on O'ahu increased 8.3 percent in 2016 to \$390,000, while the median price for single-family homes increased by 6.5 percent to \$735,000, according to the Honolulu Board of Realtors. Average rent for a 900-square foot apartment in Honolulu now exceeds \$2,200, with the cost of a four-bedroom home in urban Honolulu now exceeding \$1.1 million.

That said, this proposal may be unconstitutional, per two U.S. Supreme Court cases on exactions and takings, *Nollan v. California Coastal Commission* and *Dolan v. City of Tigard*. These cases require exactions—including impact fees—to bear an “essential nexus” to the reason for imposition and be “roughly proportional” to the impact of the developments on which the exaction is levied. Exempting low-income and affordable housing residents from school impact fees may, unfortunately, violate the Court's decisions, since families living in affordable housing units send children to public schools, often at a greater proportional ratio than families living outside of affordable housing, significantly increasing student capacity and facilities demand.

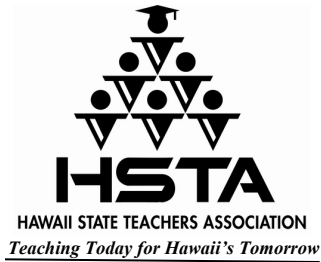
Additionally, we note that lawmakers, last year, passed Act 130 and Act 237, which expanded the permissible uses of school impact fees in transit oriented development zones along the urban core to include renovating existing school structures, with “urban core” defined as the Kalihi to Ala Moana school impact fee district. Hawai'i Community Development Authority

officials have plans to approve up to 35,000 additional residential units within a half-mile radius of the nine transit stations from Middle Street to Ala Moana. Moreover, the Hawaii Public Housing Authority is currently redeveloping four housing projects in areas close to the rail line, netting 4,000 new units. Approximately 10,000 students would be generated from the 39,000 multi-family unit build out. HIDOE leaders have said that “after filling excess classroom capacity in existing schools, there would still be a need to establish facility space for slightly more than 8,500 elementary, middle school and high school students,” translating into six new elementary schools, one-and-a-half middle schools, and one-and-a-half high schools.

Currently, DOE officials estimate that revenue generated from the additional 39,000 units in the Kalihi to Ala Moana district to be \$22,736,872 in \$584-per-unit construction cost component impact fees and the equivalent of 63.5 acres of land, with a fee-in-lieu impact fee amount of \$8,790 per unit. Thus, the total all-cash fee would be \$9,374 per new unit or a total of \$365,586,000, once the district is established by the Hawai’i State Board of Education (a reduced fee of \$5,858 has also been proposed to the BOE, which would generate roughly \$228,000,000). At public hearings on the impact fee, affordable housing advocates stated a possible need for an additional \$800,000 in rental housing revolving funds to complete already-approved affordable housing projects, if the fee is implemented. Given the clear distinction between the hundreds of millions of dollars potentially generated by the impact fees, especially in the urban core, and the publicly stated requests from affordable housing developers, we urge your committee to partner with developers in receiving additional revolving funds, rather than exempting low-income and affordable housing from impact fees altogether, which may be unconstitutional and would increase the cost of the fee for units priced just beyond low-income or affordable housing guidelines, such as workforce housing and developments aimed at individuals and families making 80 to 140 percent of area median income. We also note that both low-income and affordable housing developments sometimes contain more expensive units that serve the “moderate-income” market to increase the financial viability of the projects, and not solely units reserved for low-income and affordable housing. Exempting low-income or affordable housing developments *en masse*, then, would exempt those units within low-income or affordable housing developments that are priced beyond lower AMI levels. Finally, if the proposed exemptions are enacted, the DOE estimates a revenue drop of nearly \$73 million in collected fees under the higher impact fee, or \$46 million less under the reduced impact fee. With facilities along the urban core expected to cost \$750 million as families move in, this revenue gap will require additional general fund expenditures.

Mahalo for the opportunity to testify in opposition to this bill.

Sincerely,
Kris Coffield
Executive Director
IMUAlliance



LATE

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Corey Rosenlee
President

Justin Hughey
Vice President

Amy Perruso
Secretary-Treasurer

Wilbert Holck
Executive Director

TESTIMONY FOR THE SENATE COMMITTEE ON
WAYS AND MEANS

RE: SB 1146, SD 1 - RELATING TO SCHOOL IMPACT FEES

WEDNESDAY, MARCH 1, 2017

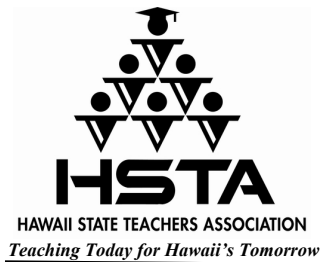
COREY ROSENLEE, PRESIDENT
HAWAII STATE TEACHERS ASSOCIATION

Chair Tokuda and Members of the Committee:

The Hawaii State Teachers Association **provides the following comments and proposed amendments for SB 1146, SD 1**, relating to school impact fees.

As both HSTA and the Hawai'i State Department of Education have noted at prior BOE hearings, our state's public school buildings are approximately 65-years-old on average. Facilities are damaged, restrooms and water foundations are in disrepair, classroom windows are broken, and campuses are plagued by rat and insect infestations. Our students, especially those with special needs, are subjected to dilapidated infrastructure. Though our state's repair and maintenance backlog has declined, the total cost of lingering projects runs into the hundreds of millions of dollars. Maintenance and capacity problems are particularly painful for developing communities, like the 'Ewa Plain, which will welcome 28,000 more buildings by the year 2021, and Kaka'ako, in which 39,000 new multi-family units are projected to be built within an approximately half-mile radius of rail transit stations, per the Honolulu Community Development Authority.

Currently, the Hawai'i State Board of Education is considering plans to establish the Kalihi to Ala Moana School Impact Fee District. Hawai'i State Department of Education officials estimate revenue generated from the additional 39,000 units in the Kalihi to Ala Moana district to be \$22,736,872 in \$584-per-unit construction cost component impact fees and the equivalent of 63.5 acres of land, with a fee-in-lieu impact fee amount of \$8,790 per unit. Thus, the total all-cash fee would be \$9,374 per new unit or a total of \$365,586,000, once the district is created (a reduced fee of



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President

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Vice President

Amy Perruso
Secretary-Treasurer

Wilbert Holck
Executive Director

\$5,858 has also been proposed to the BOE, which would generate roughly \$228,000,000).

We note that the DOE estimates that needed facilities along the urban core will cost \$750 million as families move in a revenue. If this proposal moves forward, department administrators also foresee a drop of nearly \$73 million in collected fees under the higher impact fee, or \$46 million less under the reduced impact fee. This revenue shortfall will require future general fund expenditures or bond revenue to build school facilities in the district.

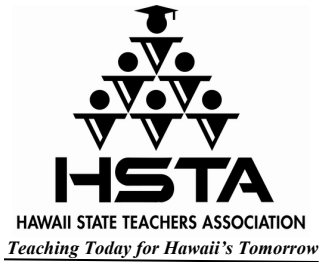
Last year, lawmakers passed Act 130 and Act 237, which expanded the permissible uses of school impact fees in transit oriented development zones along the urban core to include renovating existing school structures, If this measure is to move forward, we urge you to use this bill as a vehicle to amend HRS § 302A-1608 by extending same permissions granted to the urban core last year to all impact districts, allowing fees collected in any impact district to be used to renovation of existing school facilities. Our proposed amendment can be implemented by adding a section to this measure to read as follows (language also contained in SB 672):

SECTION 3. Section 302A-1608, Hawaii Revised Statutes, is amended to read as follows:

“§302A-1608 Accounting and expenditure requirements. (a) Each designated school impact district shall be a separate benefit district. Fees collected within each school impact district shall be spent only within the same school impact district for the purposes collected.

(b) Land dedicated by the developer shall be used only as a site for the construction of one or more new schools or for the expansion of existing school facilities. If the land is never used for the school facility, it shall be returned to the developer, or the developer's successor in interest. Once used, the land may be sold, with the proceeds used to acquire land for school facilities in the same school impact district.

(c) If the land is not used for a school facility within twenty years of its dedication, it shall be returned to the developer, or the developer's successor in interest.



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(d) Once used for school facilities, all or part of the land may be later sold. Proceeds from the sale shall be used to acquire land for school facilities in the same school impact district.

(e) Fee in lieu funds may be used for ~~[school]~~:

(1) School site land acquisition and related expenses, including surveying, appraisals, and legal fees[.];

(2) Leasing or purchasing completed construction for school use;

(3) Constructing new school facilities at new or existing school sites;

(4) Leasing land or facilities for school use; and

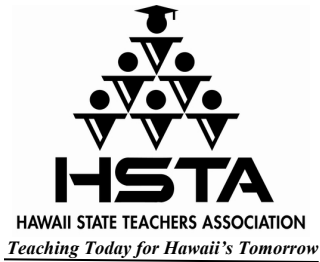
(5) Improving or renovating existing school structures for school use.

~~[With the exception of urban Honolulu, fee]~~ Fee in lieu funds shall not be used ~~[for the maintenance or operation of existing schools in the district; construction costs, including architectural, permitting, or financing costs; or]~~ for administrative expenses.

~~[(f) Notwithstanding any other law to the contrary, fee in lieu funds from projects within a county designated transit oriented development zone may also be used to purchase completed construction, construct new school facilities in new or existing school sites, improve or renovate existing structures for school use, or lease land or facilities for school use within a county designated transit oriented development zone.~~

~~[(g) Notwithstanding subsection (e), in urban Honolulu, fee in lieu funds may be used to purchase completed construction, construct new school facilities, improve or renovate existing structures for school use, or lease land or facilities for school use.~~

~~[(h)]~~ (f) Construction cost component impact fees shall be used only for the costs of new school facilities that expand the student capacity of existing schools or ~~[adds]~~



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add student capacity in new schools. Construction cost component impact fees may not be used to replace an existing school located within the same school impact district, either on the same site or on a different site.

~~[(g)]~~ (g) Eligible construction costs include planning, engineering, architectural, permitting, financing, and administrative expenses, and any other capital equipment expenses pertaining to educational facilities.

~~[(h)]~~ (h) Construction cost component impact fees shall not be expended for:

- (1) The maintenance or operation of existing schools in the district; or
- (2) Portable or temporary facilities.

~~[(k)]~~ (i) If a closure, demolition, or conversion of an existing permanent department facility within a school impact district that has the effect of reducing student capacity occurs, an amount of new student capacity in permanent buildings equivalent to the lost capacity shall not be funded with school impact fees.

~~[(l)]~~ (j) Fees in lieu, proceeds from the sale of all or part of an existing school site that has been dedicated by a developer pursuant to the requirements of this subpart, and construction cost component impact fees shall be expended or encumbered within twenty years of the date of collection. Fees shall be considered spent or encumbered on a first-in, first-out basis. An expenditure plan for all collected impact fees shall be incorporated into the annual budget process of the department and subject to legislative approval of the budget.

~~[(m)]~~ As used in this section, "urban Honolulu" means the Kalihi to Ala Moana school impact district.]”

To prevent facilities degradation from worsening in high-growth areas, the Hawaii State Teachers Association is **providing comments and suggested amendments** to your committee for this bill.

From: mailinglist@capitol.hawaii.gov
Sent: Monday, February 27, 2017 4:28 PM
To: WAM Testimony
Cc: mendezj@hawaii.edu
Subject: *Submitted testimony for SB1146 on Mar 1, 2017 09:45AM*

SB1146

Submitted on: 2/27/2017

Testimony for WAM on Mar 1, 2017 09:45AM in Conference Room 211

Submitted By	Organization	Testifier Position	Present at Hearing
Javier Mendez-Alvarez	Individual	Support	No

Comments:

Please note that testimony submitted less than 24 hours prior to the hearing, improperly identified, or directed to the incorrect office, may not be posted online or distributed to the committee prior to the convening of the public hearing.

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