



HAWAII COMMUNITY
DEVELOPMENT AUTHORITY



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LATE

STATEMENT OF

GARETT KAMEMOTO, INTERIM EXECUTIVE DIRECTOR
HAWAII COMMUNITY DEVELOPMENT AUTHORITY

BEFORE THE
SENATE COMMITTEE ON WAYS AND MEANS

Thursday, March 1, 2018
10:45 p.m.

State Capitol, Conference Room 211

in consideration, of

**SB2943, SD1 – RELATING TO TRANSIT-ORIENTED DEVELOPMENT
ZONES**

Chair Dela Cruz, Vice Chair Keith-Agaran, and members of the committee.

The Hawaii Community Development Authority (HCDA) supports this proposal in concept provided resources will be provided to carry out the intent of the bill.

This bill to create Transit Oriented Development (TOD) improvement programs will, at a minimum, require HCDA to engage a consultant to identify necessary public facilities within the TOD zone. HCDA does not have the expertise on staff to do this work. We estimate needing one new FTE at \$60,000 for the second half of the fiscal year. In addition, we estimate the cost of retaining outside expertise to be approximately \$500,000.00. SB 2943, SD1 provides HHFDC with the authority to use the Dwelling Unit Revolving Fund for retaining this outside expertise.

We would also anticipate requesting funds for more positions and consultants in future years as the program grows.

Thank you for the opportunity to provide comments on this bill.

DAVID Y. IGE
GOVERNOR

RODERICK K. BECKER
COMPTROLLER

ROSS I. YAMASAKI
CHAIRMAN, STADIUM AUTHORITY

SCOTT L. CHAN
MANAGER

RYAN G. ANDREWS
DEPUTY MANAGER



An Agency of the State of Hawaii

LATE

TESTIMONY
OF
ROSS YAMASAKI, CHAIRMAN
STADIUM AUTHORITY
TO THE
SENTATE COMMITTEES
ON
WAYS AND MEANS

March 1, 2018

S.B. 2943, S.D.1

RELATING TO TRANSIT-ORIENTED DEVELOPMENT ZONES

Chair Dela Cruz, Vice Chair Keith-Agaran and members of the committee, thank you for the opportunity to provide comments regarding our concern over language in S.B. 2943, SD1 specifically as it relates to the Aloha Stadium and development of its surrounding property “zone”.

The Stadium Authority (Authority) understands the Legislature’s concern to ensure that a comprehensive plan inclusive of infrastructure requirements is completed to guide the development of communities surrounding rail transit stations along the rail corridor. The Authority also recognizes that each rail transit station has its own unique characteristics that must be carefully master planned in order to maximize a finite amount of resources to ensure efficiency and effectiveness.

To address these concerns, the Authority has proactively and assertively moved forward with initiating development of a master plan and environmental impact study (MP/EIS) that will guide the Authority on development of its property surrounding its rail transit station. In the 2017 Legislative session, the Legislature concurred with the Authority’s goals and objectives by providing the financial support necessary for the Authority to address its MP/EIS. The Legislature appropriated \$10,000,000 through Act 49, Session Laws of Hawaii 2017 to proceed with the Aloha Stadium MP/EIS process.

In addition to the foregoing, the by Act 124, Session Laws of Hawaii 2016, the Legislature appropriated \$500,000 to the Office of Planning to conduct a study of regional infrastructure improvement needs and financing strategies for infrastructure improvement projects. Of the total appropriation, \$200,000 has been allocated by memorandum of agreement to the Aloha Stadium to address this purpose.

Given that the Stadium Authority has moved forward with developing a comprehensive MP/EIS on its property and the 2016 Legislative appropriated funds to address infrastructure improvements, the Stadium Authority is concerned that both of the aforementioned studies may duplicate the study that is being requested through this measure.

The Authority is supportive of HCDA and HHFDC guiding other transit stations that are at a different phase in its development process and that would benefit from its coordination and infrastructure studies.

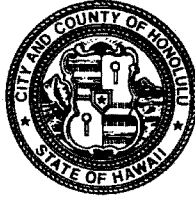
Based on the foregoing, the Authority supports the intent of ensuring that State owned lands surrounding a transit station are assessed and developed in a comprehensive manner; however, to minimize and avoid any duplication of effort, the Authority respectfully requests that the Legislature exempt the Aloha Stadium transit station from the oversight requirements of this measure.

Thank you for the opportunity to provide testimony on SB 2943, SD1.

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

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EUGENE H. TAKAHASHI
DEPUTY DIRECTOR

March 1, 2018

The Honorable Donovan M. Dela Cruz, Chair
and Members of the Committee on Ways and Means
Hawaii State Senate
Hawaii State Capitol
415 South Beretania Street
Honolulu, Hawaii 96813

LATE

Dear Chair Dela Cruz and Committee Members:

Subject: Senate Bill No. 2943, SD 1
Relating to Transit-Oriented Development Zones

The Department of Planning and Permitting (DPP) **supports, with comments,** Senate Bill No. 2943, SD 1.

This Bill would establish a transit-oriented development (TOD) improvement zone program under the Hawaii Community Development Authority (HCDA), and infrastructure sub-accounts within the dwelling unit revolving fund under the Hawaii Housing Finance and Development Corporation (HHFDC). We commend the Senate for recognizing the need to invest in infrastructure improvements in the rail station areas, and strongly support the approach of using the dwelling unit revolving fund as an infrastructure funding mechanism. We appreciate the revisions made in the current draft to add the DPP Director as a voting member, and to more directly align the TOD infrastructure zones with adopted county TOD plans and TOD zones.

The DPP recognizes that adequate infrastructure capacity is essential to support future development and affordable housing, and has worked with other City and State agencies to develop a \$1.5 billion TOD infrastructure investment strategy. This strategy supports TOD and affordable housing, including infrastructure for development of many State lands (see the City's chapter in the new State TOD Strategic Plan). An infrastructure master plan and finance district is underway to support development in the Iwilei-Kapalama area (including several State-owned properties). Significant additional funding is required, and the proposed infrastructure sub-accounts within the dwelling unit revolving fund under HHFDC are an appropriate way to fund State contributions to the needed infrastructure.

The Honorable Donovan M. Dela Cruz, Chair
and Members of the Committee on Ways and Means
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This Bill authorizes HCDA to establish TOD infrastructure improvement zones. We appreciate that these zones will be based on the county TOD plans, and can extend beyond plan boundaries to address regional infrastructure improvements. We agree the Aloha Stadium area, where the majority of developable lands in the TOD zone are state-owned, is a good area to establish an initial infrastructure zone.

The Bill proposes that HCDA and HHFDC conduct an infrastructure study of the TOD infrastructure zones. Since the State Office of Planning, on behalf of the Interagency TOD Council, is currently procuring a consultant to assess infrastructure needs in the State TOD priority areas, we suggest that this new infrastructure study should be closely coordinated with and build on this analysis, as well as the City's ongoing infrastructure planning.

We support Senate Bill No. 2943, SD 1, but suggest minor amendments per our comments.

Thank you for the opportunity to testify.

Very truly yours,

A handwritten signature in black ink, appearing to read "Kathy K. Sokugawa". The signature is fluid and cursive, written in a professional style.

Kathy K. Sokugawa
Acting Director