



**TESTIMONY OF
THE DEPARTMENT OF THE ATTORNEY GENERAL
KA 'OIHANA O KA LOIO KUHINA
THIRTY-THIRD LEGISLATURE, 2025**

ON THE FOLLOWING MEASURE:

S.B. NO. 1669, S.D. 2, RELATING TO TRANSIT ORIENTED DEVELOPMENT.

BEFORE THE:

HOUSE COMMITTEES ON HOUSING AND ON TRANSPORTATION

DATE: Tuesday, March 11, 2025

TIME: 8:59 a.m.

LOCATION: State Capitol, Room 430

TESTIFIER(S): Anne E. Lopez, Attorney General, or
Yvonne R. Shinmura, Deputy Attorney General

Chairs Evslin and Kila and Members of the Committees:

The Department of Attorney General provides the following comments.

The purpose of this bill is to add a new chapter to the Hawaii Revised Statutes (HRS) to establish the Transit Oriented Community Improvement Partnership, a body corporate and an instrumentality and agency of the State, to be placed within the Department of Transportation for administrative purposes only.

Grant Standards. The bill authorizes the new agency to: (1) provide *grant* funding to support the establishment, and up to one year of operations, of a business or community improvement district (page 16, lines 19-21); (2) receive, examine, and determine the acceptability of applications of qualified persons for allowances or *grants* for various purposes (page 23, lines 8-15); and (3) make *grants*, loans, and provide other monetary forms of assistance necessary to carry out the purposes of the chapter (page 39, lines 7-9) (emphases added).

The bill, however, does not appear to contain legally sufficient standards for grants of public money as required by article VII, section 4, of the Constitution of the State of Hawaii--"[n]o grant of public money or property shall be made except pursuant to standards provided by law." Therefore, we recommend that this bill be amended to insert appropriate standards. Examples of existing statutes that provide standards for agencies to issue grants are part II of chapter 9, and sections 10-17, 210D-11, and 383-128, HRS.

We have attached draft standards to this testimony as a sample to work from. These standards could be inserted as a new section -17, at page 44, line 7, with subsequent sections appropriately re-numbered.

Community Improvement Revolving Fund (CIRF). The CIRF established in new section -16, page 37, line 1, to page 44, line 6, of the bill is a not a revolving fund but a fund for special funds, meaning "funds which are dedicated or set aside by law for a specific object or purpose, but excluding revolving funds and trust funds." (See section 37-62, HRS, Definitions.) In contrast, a "revolving fund" is defined as "a fund from which is paid the cost of goods and services rendered or furnished to or by a state agency and which is replenished through charges made for the goods or services or through transfers from other accounts or funds." *Id.* The CIFR should be re-named "Community Improvement Special Fund" and referred to as the same throughout the bill for clarity and to assure that special fund requirements apply under sections 37-52 and 37-52.3, HRS.

Further, since the bill does not specify whether the funds will be held within the state treasury or by the partnership, it is unclear which regulatory requirements will need to be met, and this needs to be clarified. "State funds" means moneys that have come into the possession of a state officer or employee who has responsibility on behalf of the State for initial custody, accountability, and disposition of the moneys, and state funds, with some exceptions, shall be deposited into the state treasury. See section 37-54, HRS. Any state agency that administratively establishes any new account or fund is subject to certain statutory requirements, including an annual report to the legislature. Section 37-52.5, HRS.

Exemption from Requirements. While the bill requires that community improvement planning activities be coordinated with the county planning departments and the county land use plans, policies, and ordinances, it exempts the partnership from all other state or other agency's laws, including those pertaining to special improvement district assessments or requirements, land use, zoning, construction standards for development, and improvement of land. See new section -18, page 44, lines 9-19. This provision appears to conflict with all other laws concerning land use, such as the

State Land Use Law, chapter 205, HRS, which was adopted in 1963 to establish the framework of land use management and regulation in which all lands in the State of Hawai'i are administered by the Land Use Commission. The bill should be amended to require the partnership to coordinate with all state and other agencies.

We respectfully ask the Committees to make the recommended amendments.

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

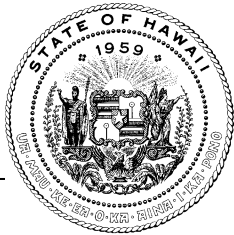
POSSIBLE STANDARDS FOR THE GRANTS IN THIS BILL

§ -17. Standards for the award of grants. Applications for grants shall be made to the department of transportation and contain the information as shall be required by rules adopted thereunder. At a minimum, the applicant shall:

- (1) Be licensed or accredited, in accordance with federal, state, or county statutes, rules, or ordinances, to conduct the activities or provide the services for which a grant is awarded;
- (2) Provide a detailed plan outlining the scope, objectives, and projected impact of the project or projects and a clear breakdown of how grant funds will be utilized;
- (3) Agree to use state funds exclusively for the purposes of this program;
- (4) Indicate capability to properly use the grant for the purpose of the grant program. [Specific applicant qualifications should be described for the different types of grants.];
- (5) Comply with all applicable federal and state laws prohibiting discrimination against any person on the basis of race, color, national origin, religion, creed, sex, age, sexual orientation, disability, or any other characteristic protected under applicable federal or state law;
- (6) Agree not to use state funds for purposes of entertainment or perquisites;
- (7) Comply with other requirements as the department may prescribe;
- (8) Comply with all applicable federal, state, and county statutes, rules, and ordinances;
- (9) Agree to indemnify and save harmless the State of Hawaii and its officers, agents, and employees from and against any and all claims arising out of or

resulting from activities carried out or projects undertaken with funds provided hereunder and procure sufficient insurance to provide this indemnification if requested to do so by the department.

- (10) Agree to make available to the department all records the applicant may have relating to the grant, to allow state agencies to monitor the applicant's compliance with this section.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

235 South Beretania Street, 5th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone:
Web:

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARK B. GLICK
CHIEF ENERGY OFFICER

(808) 451-6648
energy.hawaii.gov

Testimony of
MARK B. GLICK, Chief Energy Officer

before the
HOUSE COMMITTEES ON HOUSING AND TRANSPORTATION

Tuesday, March 11, 2025
8:59 AM
State Capitol, Conference Room 430 and Videoconference

Providing Comments on
SENATE BILL 1669 SD2

RELATING TO TRANSIT ORIENTED DEVELOPMENT.

Chairs Evslin and Darius, Vice Chairs Tyson and Grandinetti, and Members of the Committees, the Hawai'i State Energy Office (HSEO) supports the concept of SB 1669 SD2 that establishes a Transit Oriented Community Improvement Partnership and the Community Improvement Revolving Fund to facilitate transit-oriented development (TOD).

Emissions from transportation account for more than half of energy-related emissions and of those 36% come from ground transportation, as reported in the Greenhouse Gas Emissions Report for 2021.¹ For Hawai'i to meet its statutory target "to sequester more greenhouse gases than emitted as soon as practicable but no later than 2045," significant reductions in emissions from ground transportation will need to be made in the near to medium term, via vehicle electrification as well as reductions in total vehicle miles traveled (VMT).²

TOD is a key strategy for reducing vehicle miles traveled, which directly contributes to lowering greenhouse gas emissions in Hawai'i. By promoting housing and infrastructure development near public transit hubs, this bill aligns with the State's goals for sustainability, energy efficiency, and emissions reduction. Compact, walkable, and

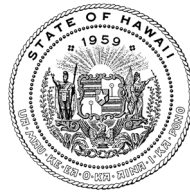
¹ https://health.hawaii.gov/cab/files/2024/05/2020-and-2021-Inventory_Final-Report_5-29-24.pdf

² <https://energy.hawaii.gov/what-we-do/clean-energy-vision/decarbonization-strategy/>

transit-friendly communities help decrease reliance on personal vehicles, support active transportation, and improve overall energy efficiency.

We appreciate the Legislature's commitment to smart growth policies that enhance community resilience while advancing the State's clean energy and emissions reduction objectives. The HSEO defers to the Department of Budget and Finance and other fiscal agencies on the financial impacts of SB 1669 SD2 and its impact on other priorities of the Executive Budget.

Thank you for the opportunity to testify.



JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LIEUTENANT GOVERNOR

LUIS P. SALAVERIA
DIRECTOR

SABRINA NASIR
DEPUTY DIRECTOR

EMPLOYEES' RETIREMENT SYSTEM
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND
OFFICE OF THE PUBLIC DEFENDER

STATE OF HAWAII
DEPARTMENT OF BUDGET AND FINANCE
Ka 'Oihana Mālama Mo'ohelu a Kālā
P.O. BOX 150
HONOLULU, HAWAII 96810-0150

ADMINISTRATIVE AND RESEARCH OFFICE
BUDGET, PROGRAM PLANNING AND MANAGEMENT DIVISION
FINANCIAL ADMINISTRATION DIVISION
OFFICE OF FEDERAL AWARDS MANAGEMENT

WRITTEN ONLY

TESTIMONY BY LUIS P. SALAVERIA
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
TO THE HOUSE COMMITTEES ON HOUSING AND TRANSPORTATION
ON
SENATE BILL NO. 1669, S.D. 2

March 11, 2025
8:59 A.M.
Room 430 and Videoconference

RELATING TO STATE FINANCES.

The Department of Budget and Finance (B&F) offers the following comments on Senate Bill (S.B.) No. 1669, S.D. 2 which establishes the Transit Oriented Community Improvement Partnership within the Department of Transportation and includes among other requirements, establishes a Board of Directors and four (4) full-time positions.

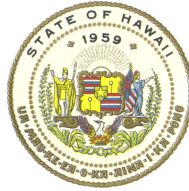
S.B. No. 1669, S.D. 2 establishes a new State agency that will require State resources for purposes that may overlap with existing State agencies and/or programs (i.e. State Transit-Oriented Development Program, the Hawaii Interagency Council for Transit-Oriented Development (TOD Council), the Hawaii Housing Finance and Development Corporation, the Hawaii Climate Change Mitigation and Adaption Commission, Hawaii Community Development Authority). It is unclear how the overlap would be handled and affect this may have on the goal of affordable community sustainable developments. Areas that the Transit Oriented Community Improvement Partnership may exercise its authority do not appear to be defined.

Additionally, S.B. 1669, S.D. 2 proposes the following broad exemptions from requirements:

Notwithstanding section 171-42 and except as otherwise provided in this chapter, projects pursuant to this chapter shall be exempt from all statutes, ordinances, charter provisions, and rules of any government agency relating to special improvement district assessments or requirements; land use, zoning, and construction standards for development, and improvement of land; provided that the community improvement planning activities of the partnership shall be coordinated with the county planning departments and the county land use plans, policies, and ordinances.

The broad exemptions could cause conflicts with current requirements that have been enacted for specific purposes.

Thank you for your consideration of our comments.



**STATE OF HAWAII
HAWAII CLIMATE CHANGE MITIGATION & ADAPTATION
COMMISSION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809**

Co-Chairs:
Chair, DLNR
Director, OPSD

Commissioners:
Chair, Senate AEN
Chair, Senate WTL
Chair, House EEP
Chair, House WAL
Chairperson, HTA
Chairperson, DOA
CEO, OHA
Chairperson, DHHL
Director, DBEDT
Director, DOT
Director, DOH
Chairperson, DOE
Director, C+C DPP
Director, Maui DP
Director, Hawaii DP
Director, Kauai DP
The Adjutant General
Manager, CZM

**Testimony of
LEAH LARAMEE
Climate Change Coordinator on behalf of
Climate Change Mitigation and Adaptation Commission Co-Chair Mary Alice Evans and
Co-Chair Dawn N.S. Chang**

**Before the House Committees on
HOUSING
And
TRANSPORTATION**

**Tuesday, March 11, 2025
08:59 AM
House Capitol, Conference Room 430 & Videoconference**

**In consideration of
SENATE BILL 1669 SENATE DRAFT 2
RELATING TO TRANSIT ORIENTED DEVELOPMENT**

Senate Bill 1669 SD2 establishes the Transit Oriented Community Improvement Partnership within the Department of Transportation and the Community Improvement Revolving Fund. The bill allows for transfers of land development rights to the Partnership, requires annual reports to the Legislature and appropriates funds.

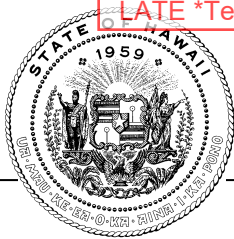
The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) **supports** this bill provided that its passage does not replace or adversely impact priorities indicated in the Executive Budget request. The Commission consists of a multi-jurisdictional effort between 20 different departments, committees, and counties and recognizes the urgency of climate threats and the need to act quickly. It promotes ambitious, climate-neutral, culturally responsible strategies for climate change adaptation and mitigation in a manner that is clean, equitable and resilient. The commission recognizes the importance of creating increasing access to transit, improving the walkability and bikeability of neighborhoods, higher density and mixed-use growth and promoting infill. Of special interest is the inclusion of green space in this bill. Trees, green spaces and nature-based solutions are going to play a vital role in making our cities cooler and more resilient, as our climate changes and temperatures rise.

Vehicle miles traveled (VMT) is affected by several built environment factors including density of population and jobs, mix of land uses, accessibility of destinations, design of neighborhoods and streets, and distance to transit and shared mobility. Many of the community characteristics

and development patterns that influence how far people must travel between their home, work, and other essential destinations are determined by land use plans and implementation. Land use plans and implementation processes designed to minimize or reduce VMT, also called “smart growth”, could produce location-efficient, connected, and walkable communities and manage development to conserve agricultural lands and natural resources. This bill will help to guide and justify land-use decisions that help to create more livable communities where residents have plentiful transportation choices, thus encouraging the reduction of vehicle miles traveled and greenhouse gas emissions, and an improvement in air quality.

This bill is consistent with the Commission’s report, “Investing in Transportation Choices: Recommendations for Safe, Sustainable, Affordable, and Reliable Mobility”. This report includes both land-use and transportation strategies to assist State and Counties to reduce vehicle miles traveled, to meet climate and energy goals.

Mahalo for the opportunity to provide testimony in support of this measure.



LATE *Testimony submitted late may not be considered by the Committee for decision making purposes.

**STATE OF HAWAII
OFFICE OF PLANNING
& SUSTAINABLE DEVELOPMENT**

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARY ALICE EVANS
DIRECTOR

235 South Beretania Street, 6th Floor, Honolulu, Hawai'i 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawai'i 96804

Telephone: (808) 587-2846
Fax: (808) 587-2824
Web: <https://planning.hawaii.gov/>

Statement of
MARY ALICE EVANS, Director

before the
**SENATE COMMITTEE ON HOUSING
AND
SENATE COMMITTEE ON TRANSPORTATION**

Tuesday, March 11, 2025
8:59 AM
State Capitol, Conference Room 430

in consideration of
**SB 1669, SD2
RELATING TO TRANSIT ORIENTED DEVELOPMENT.**

Chairs Evslin and Kila, Vice Chairs Miyake and Grandinetti, and Members of the Committees.

The Office of Planning and Sustainable Development (OPSD) offers **comments with concerns** on SB 1669, SD2. SB 1669, SD2 would establish a new authority, the Transit Oriented Community Improvement Partnership, at the State level with broad powers to coordinate stakeholders, build community infrastructure and amenities, invest in projects, and establish programs that will ensure that communities in proximity to transit are walkable, affordable, amenity-rich, and livable for residents. The Transit Oriented Community Improvement Partnership would be administratively attached to the State Department of Transportation.

OPSD, as administrator for the Hawai'i Interagency Council for Transit-Oriented Development, is an active proponent of the community outcomes desired in the bill. However, we are concerned whether such a partnership or coordinating enterprise would be more effective with State-level and county-level participation: most of the regulatory and functional programs that shape communities are defined and implemented at the county-level and some of the functions proposed for the new State entity are typically undertaken by local jurisdictions. Given the current fiscal climate, we are also concerned about the fiscal implications of the proposal at the current time.

OPSD suggests that rather than creating a new entity, that consideration be given to identifying what the TOD Council can do to support work at the county-level through the enhancement and use of existing tools, creation of incentive programs, and collaborative partnerships with the counties to improve community building, placemaking, and community vibrancy in transit-oriented communities.

Thank you for the opportunity to testify on this measure.



Testimony of the Oahu Metropolitan Planning Organization

Committee on Housing Committee on Transportation

March 11, 2025 at 8:59 AM
Conference Room 430

SB 1669 SD 2 Relating Transit Oriented Development

Dear Chair Evslin and Kila, Vice Chair Miyake and Grandinetti, and Committees Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB 1669 SD 2**, which establishes the Transit Oriented Community Improvement Partnership within the Department of Transportation, establishes the Community Improvement Revolving Fund, allows for transfers of land development rights to the Partnership, requires annual reports to the Legislature, and appropriates funds.

Tasking an agency with a primary mission to prioritize, plan, and build community infrastructure and amenities, particularly those that are mixed-use and located near high quality transit, will allow more people to live in transit oriented communities that have safe multimodal connections, public spaces, and other amenities required for successful, livable communities. This will encourage more walkable, connected communities where residents drive far less each day than their counterparts in more sprawling locations.¹ In addition, when more mixed-use and transit-oriented housing is provided, it makes it easier for people to get around without their car which can reduce emissions in the near term, reduce transportation costs, provide more opportunities for physical activity, and improve access to necessities for both people who don't have a car and those with cars.²

According to the State Climate Commission Report, "Drivers of VMT and priority reduction strategies in Hawaii", households in suburban areas drive around 37 percent more than those in urban centers and households on the suburban fringe drive 68 percent more.³ Limiting outward growth and concentrating more growth in urban infill areas and those near high quality transit, will be critical for Hawaii to meet its climate and energy goals. This is because mixed use development results in shorter trips, fewer trips, and more trips taken by lower-carbon modes.⁴ With more compact development, people

¹ <https://smartgrowthamerica.org/wp-content/uploads/2020/10/Driving-Down-Emissions-FINAL.pdf>

² IBID.

³ https://climate.hawaii.gov/wp-content/uploads/2023/07/USCA_Hawaii_VMT_strategies_Feb22.pdf

⁴ <https://smartgrowthamerica.org/wp-content/uploads/2020/10/Driving-Down-Emissions-FINAL.pdf>

drive 20 to 40 percent less, at minimal or reduced cost, while reaping other fiscal and health benefits.⁵ Whether people care about reducing their own emissions or not, by providing more opportunities for them to live where emissions are naturally lower per person, we can work within the market to help address climate change.

The bill is also consistent with the State Climate Commission's *Investing in Transportation Choices Toolkit*⁶ and *Drivers of VMT and Priority Reduction Strategies for Hawaii*, which identified infill and mixed-use development, and parking management, as key strategies to reduce greenhouse gas emissions, vehicle miles traveled and improve transportation choices for Hawaii residents.

This bill is consistent with several goals of the Oahu Regional Transportation Plan including support for active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental and cultural assets. Providing more housing in and around high-quality public transportation and where people can meet their daily needs without a car, can help residents save on their transportation costs, improve their quality of life, and reduce transportation emissions and traffic congestion.

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution (23 CFR 450.300).

OahuMPO notes the amendments and comments by HCDA and respectfully requests the Committee adopt and consider them. Thank you for the opportunity to provide testimony on this measure.

⁵ https://www.nrdc.org/sites/default/files/cit_07092401a.pdf

⁶ <https://climate.hawaii.gov/wp-content/uploads/2023/07/Investing-in-Transportation-Choices-V6.pdf>



March 10, 2025

TO: Honorable Luke Evslin, Chair and
Honorable Tyson Miyake, Vice Chair
Committee on Housing

Honorable Darius Kila, Chair and
Honorable Tina Nakada Grandinetti, Vice Chair
Committee on Transportation

FROM: Legislative Advocacy Committee
American Institute of Architects, Hawaii State Council

SUBJECT: **Senate Bill 1669 SD2**
Relating to Transit Oriented Development

The American Institute of Architects

AIA Hawaii State Council
828 Fort Street Mall, Suite 100
Honolulu, HI 96813

T (808) 628-7243
contact@aiahonolulu.org
aiahonolulu.org/AIAHawaiiStateCouncil

Dear Chairs Evslin & Kila and Vice Chairs Miyake & Nakada
Grandinetti; and Members of the Committee,

The American Institute of Architects (AIA) Hawaii State Council and
our Legislative Advocacy Committee **SUPPORT** the general intent
of SB 1669 SD2.

Intent for planning / leadership for community amenities:

One of AIA Hawaii's board approved Areas of Focus set forth by our
Charter is to strongly "Support programming to develop affordable
homes, liveable communities, and pleasing settings which respond
to Hawaii's environment." We however again offer the following
crucial but minor updates to SD2 for AIA's continued support:

Architects play a major role in community development

AIA highly recommends a member of the board of directors have
significant understanding of building design in addition to urban
planning. We recommend amending page 18, line 18:

"(8) Two individuals with history and expertise in urban planning
building design and/or architecture by means of State of
Hawaii licensed architect, to be appointed by the speaker of
the house of representatives; and"

And amending page 45, line 19:

"(B) One full-time equivalent (1.0 FTE) planner and/or licensed
architect position; and "

Limit “Public parking hubs”

Transit oriented design and development in Hawaii must start with an understanding that walkable communities embody goals to reduce vehicular traffic. Additionally our State’s energy goals look to a bright future of reduction in carbon output and thus a reduction of fuel emissions from non electric vehicles. We recommend amending page 13, line 6:

“(C) Public parking hubs of meaningful capacity, including more than 50% of the parking stalls provided be for charging for electric vehicles pursuant to section 225P-8, within a reasonable distance of which the partnership may waive requirements for or limit the number of parking stalls required by the State or counties; “

Thank you for the opportunity to offer our above strategic requests in **SUPPORT** to Senate Bill 1669 SD2.

Sincerely,
AIA Legislative Advocacy Committee
American Institute of Architects, Hawaii State Council

**ADDRESS**

3442 Wai'ālae Ave., Suite 1
Honolulu, HI 96816

PHONE

808-735-5756

EMAIL

bicycle@hbl.org

JOINT COMMITTEE ON HOUSING/TRANSPORTATION

Tuesday, March 11, 2025 – 8:59AM

**Hawai'i Bicycling League STRONGLY SUPPORTS SB 1669, SD 2,
Relating to Transit Oriented Development**

Aloha Chairs Evslin and Kila, Vice Chairs Grandinetti and Miyake and Members of the Committees,

My name is Eduardo Hernandez, and I am the Advocacy Director of the Hawai'i Bicycling League (HBL). We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, and roll.

Throughout its 50-year history, HBL has consistently identified that land use and transportation policies have too often favored sprawling suburbs, necessitating more cars and nudging people to drive at higher speeds. As such, serious injuries and traffic deaths remain a pernicious threat on roadways statewide, especially for vulnerable road users.

Moreover, this overreliance on cars comes at a very steep financial cost for individuals, families and businesses. Owning and operating a vehicle can cost upwards of \$10,000/year and, a 2020 Ulupono Initiative estimated that parking cost the developer \$42,000 per space within a structured, multi-level podium building in urban Honolulu.¹ The cost of developing and operating parking is often passed onto consumers in various forms (directly and indirectly), and can exacerbate housing affordability challenges.

By establishing a leadership agency to prioritize, plan, and build community infrastructure and amenities such as parks, public spaces, markets, and other amenities that make communities livable, desirable, the state can chart a new way forward for future generations, to choose lower cost and more sustainable transportation choices.

We urge you to support SB 1669, SD 2. Thank you for this opportunity to testify.

S/Eduardo Hernandez

Eduardo Hernandez
Advocacy Director

¹ Ulupono Initiative, "The Costs of Parking in Hawai'i," 2020.
<https://ulupono.com/media/ivcfs2pu/the-cost-of-parking-in-hawaii-report-2020-08.pdf>.



TESTIMONY IN SUPPORT OF SB 1669 SD2
House Committees on Housing and Transportation
March 11, 2024 at 8:59 am.

The Church of the Crossroads, founded over a century ago as Hawaii's first intentionally multiracial church, is with humility committed to do justice and love mercy.

Chairs Evslin, Kila; Vice Chairs Miyake, Grandinetti; Members:

In **support** of SB1669 SD2. Housing and transportation are directly linked. Planning housing and transportation as part of integrated communities with stores, public and private services, all within walking distance, increases the benefits and lowers the cost of both. Well-planned, walkable communities work elsewhere, and should be in Hawaii's future.

Mahalo for your attention to the Church's support for SB 1669 SD2.

Aloha,

Galen Fox for
Church of the Crossroads



Written Testimony before House

JOINT COMMITTEE ON HOUSING AND
COMMITTEE ON TRANSPORTATION

Tuesday, March 11, 2025 (8:59 am), Room 430

RE: SB 1669 SD2 RELATING TO TRANSIT ORIENTED DEVELOPMENT.

Chairs Evslin and Kila, Vice Chairs Miyake and Grandinetti, Members of the joint committees:

Trees for Honolulu's Future ("TFHF") is a nonprofit organization with a vision for a tree-filled island that preserves and enhances our quality of life, especially in the face of climate change.

We support the above-referenced Bill, which establishes Transit Oriented Community Improvement Partnership within the Department of Transportation and a plethora of associated activities.

Focusing on the big picture, SB1669 desires to *create walkable communities along transit oriented corridors for working families that are affordable, livable, healthy, happy, equitable, and secure* while driving down the cost of housing, a key impediment to all the things just listed. We applaud the introducers of this bill to propose a way forward to address long standing obstacles in forging a Hawai'i we believe, the vast majority of residents want, with those features italicized above.

While the built environment is critical, we wish to point out if we truly want livable, healthy, happy spaces, green infrastructure, such as trees, are critical. Trees provide myriad benefits from cooling/shade that make pedestrian and multimodal transportation options work best to improve air quality, provide beauty, adding to resilience, and so much more. All that said, it has been in our experience that landscape planning is the last aspect of development considered after streets, underground utilities, and other infrastructure have already been designed. We suggest by putting green infrastructure on equal footing with gray infrastructure, we can achieve the goals put forth in the bill's mandate to the Partnership. Working too with the counties is a key ingredient for success.

We urge passage of this bill to the next House committee.

Sincerely,

Daniel Dinell
President

HONOLULU is HOT TREES are COOL

Visit us: www.TreesForHonolulu.org Contact us: info@TreesForHonolulu.org Voice/Fax/Text: 808-707-6353
P.O. Box 12051, Honolulu, Hawaii 96828



Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for SB1669 - Relating to Transit Oriented Development
House Committee on Housing (HSG) and House Committee on Transportation (TRN)
March 11th, 2025

Dear Chairs, Vice Chairs, and members of the HSG and TRN committees,
Mahalo for the opportunity to express **SUPPORT for SB1669, which would establish a transit oriented community improvement partnership within the Hawai'i Department of Transportation.**

This testimony is being submitted on behalf of the Hawai'i Appleseed Center for Law and Economic Justice. Our organization works to build a Hawai'i where everyone has genuine opportunities to achieve economic security and fulfill their potential. Affordable, accessible, and safe transportation is crucial for fostering economic equality as it enables individuals of all backgrounds to access employment opportunities, education, and essential services.

This bill represents a forward-thinking and comprehensive approach to planning transit oriented development (TOD) communities. This approach integrates housing, transportation, and public space amenities. The focus on future parking amenities is of particular importance, given the financial burden that parking can pose. For example, in 2020, the Ulupono Initiative estimated that parking cost the developer \$42,000 per space within a structured, multi-level podium building in urban Honolulu.¹ The cost of developing and operating parking is often passed onto consumers in various forms (directly and indirectly), and can exacerbate housing affordability challenges.

The bill also seeks to enhance future TOD communities through the provision of parks, recreational areas, and community gathering spaces. The inclusion of these public space amenities has been shown to reduce residents' stress and improve their mental and physical health. These qualities are important as we navigate the social and environmental challenges that arise with urbanization.

Mahalo for the opportunity to testify on this measure.

Abbey Seitz

Abbey Seitz

Hawai'i Appleseed Center for Law and Economic Justice
Director of Transportation Equity

¹ Ulupono Initiative, "The Costs of Parking in Hawai'i," 2020.
<https://ulupono.com/media/ivcfs2pu/the-cost-of-parking-in-hawaii-report-2020-08.pdf>.



STANFORD CARR DEVELOPMENT, LLC

▪ March 10, 2025

The Honorable Luke A. Evslin, Chair
The Honorable Tyson K. Miyake, Vice Chair
and Members of the House Committee on Housing

The Honorable Darius K. Kila, Chair
The Honorable Tina Nakada Grandinetti, Vice Chair
and Members of the House Committee on Transportation

Re: Testimony: SB 1669, SD2 Relating to Transit Oriented Development
Hearing: March 11, 2025, at 8:59 AM, Conference Room 430

Dear Chair Evslin, Chair Kila, Vice Chair Miyake, Vice Chair Grandinetti, and Committee Members:

Stanford Carr Development (SCD) **supports** SB 1669, SD2, which establishes the Transit Oriented Community Improvement Partnership (Partnership) within the Department of Transportation.

We support the creation of the Partnership as it aligns with the key principles of successful transit-oriented development, as identified by the Urban Design Lab. These principles include connecting dense employment centers, fostering regional collaboration, implementing proactive planning and public policies, and encouraging public-private partnerships.

The Partnership's priorities—developing higher-density areas along the transit line and expanding infrastructure capacity—are essential for economic growth. Increased infrastructure investment will not only drive economic development but also help address the housing needs of our community.

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

Respectfully,

A handwritten signature in black ink, appearing to read "Stanford S. Carr", is located below the "Respectfully," text.

Stanford S. Carr

SB-1669-SD-2





Submitted on: 3/10/2025 3:36:25 PM

Testimony for HSG on 3/11/2025 8:59:00 AM

Submitted By	Organization	Testifier Position	Testify
Ellen Awai	Individual	Support	Written Testimony Only

Comments:

I support SB1669.SD2. We have to stop living in silos, we are a community that have the know how and the skills to run our communities without the need for outside consultants. We need to work together and with our own local connections knowing what are the best choices instead of getting outsiders to tell us what should be done! We have the cultural abilities to understand our island nation better than anyone from elsewhere! Like my father who tried to advise people on the Red Hill Tanks being only temporary and the Halawa Stadium for conversion. into a baseball field or a football field, I was banned and labeled where no one would listen to my opinions. Now retaliation by biased government workers who believe because they have a job is better than I am! Colonization taught us not to believe in our capabilities to grow our own communities!

<p>Transportation & Housing Planning should consider...</p> <p>WHAT ARE THE RESOURCES THAT ARE AVAILABLE FOR PLANNERS?</p> <p>WHAT IS THE GOVERNMENT'S PLAN IN THE NEXT FEW YEARS?</p> <p>WHAT ARE OTHER COUNTRIES DOING?</p>		<p>3. Oahu General Plan</p> <p>The Oahu General Plan, like the Sustainable Communities Plan, is what the Honolulu City Council uses to plan urban infrastructure and to guide development.</p> <p>Objective B: Policy #2 (pg 20): “Encourage development within the secondary urban center at Kapolei and the ‘Ewa & Central O’ahu districts to relieve developmental pressures and to meet housing needs not readily provided in the primary urban center.”</p>	
1.	<p>H.A.R.T.</p>  <p>THE PUBLIC CAN GET UPDATES FROM THE HART BOARD!</p>	4. Dept of planning & permitting	5.  <p>A fabulous urban city in China with innovative transportation as a result of successful planning & integration.</p>
	<p>R + P INTRODUCTION</p> <p>RAIL PLUS PROPERTY (R+P) DEVELOPMENT IN SHENZHEN, CHINA, IS A MODEL FOR INTEGRATING LAND DEVELOPMENT AND TRANSIT INFRASTRUCTURE. IT'S A STRATEGY THAT USES THE VALUE OF LAND AROUND TRANSIT STATIONS TO HELP FUND THE CONSTRUCTION OF THE TRANSIT SYSTEM.</p> <p>COMPARED WITH PRIOR TOD PRACTICE WHICH WAS VERY RESTRICTED BY EXISTING INSTITUTIONAL BARRIERS AND THE ENTREPRENEURIAL GOVERNANCE MODE FOCUSED ON URBAN GROWTH, THE INFORMAL INSTITUTIONAL UPGRADES IN THE R + P PRACTICE SHOW A FAR BETTER RESULT IN TERMS OF INTEGRATING TRANSIT DEVELOPMENT WITH LAND DEVELOPMENT. USING LAND AS A DIRECT INVESTMENT TO FINANCE TRANSIT INFRASTRUCTURE</p> <p>. THE R + P EXPERIMENTS IN SHENZHEN ALSO RESULT IN CLOSER COOPERATION BETWEEN THE METRO COMPANY AND DEVELOPERS.</p> <p>2.  Land finance system "Rail + Property" In Shenzhen, China</p>	 <p>Smart Cities Drive</p> <p>HOW DOES THE R + P MODEL WORK?</p> <p>SHENZHEN REALIZED EARLY ON THAT R+P REQUIRES A PROPER FINANCING ARRANGEMENT, AS CITY-OWNED METRO OPERATORS ARE NOT ONLY RESPONSIBLE FOR THE COSTS AND RISKS OF METRO CONSTRUCTION, BUT ALSO THE NEW BUSINESS OF PROPERTY DEVELOPMENT. THEREFORE, SHENZHEN DECIDED TO SPLIT LAND PREMIUMS WITH DEVELOPERS SO THAT PROJECTS COULD BE COMPLETED WITHOUT OVERBURDENING EITHER SIDE.</p>	6. high density development <p>"HIGH DENSITY DEVELOPMENT" REFERS TO BUILDING A LARGE NUMBER OF HOUSING UNITS ON A SMALL PIECE OF LAND, AND "COUNTY ZONING ORDINANCES" ARE LOCAL LAWS THAT REGULATE HOW LAND CAN BE USED WITHIN THE COUNTIES, INCLUDING SETTING LIMITS ON HOW MANY HOUSING UNITS CAN BE BUILT PER ACRE, ESSENTIALLY CONTROLLING THE DENSER DEVELOPMENT WITHIN SPECIFIC ZONES.</p> <p>THEREFORE, WHEN DISCUSSING HIGH DENSITY DEVELOPMENT, COUNTY ZONING ORDINANCES PLAY A CRUCIAL ROLE IN DETERMINING WHERE AND HOW SUCH DEVELOPMENT CAN OCCUR BY SPECIFYING ALLOWED DENSER LEVELS IN DIFFERENT ZONES.</p> <p>WHAT CONTROLS HIGH DENSITY DEVELOPMENT?</p> <p>Land Use Ordinance</p>

Graphics & Charts

Oahu General Plan Oahu's population projects Objective B (pg 20)

Table 1. Distribution of Residential Population

Location	% Distribution of 2040 Oahu Population*
Policy 1 Area:	
Primary Urban Center	43%
Policy 2 Areas:	
‘Ewa	16%
Central O‘ahu	18%
Policy 3 Areas:	
East Honolulu	5%
Ko‘olau Poko	10%
Ko‘olau Loa	1%
North Shore	2%
Wai‘anae	5%
	100.0%
* O‘ahu’s population is based on DBEDT’s latest population projections. The percent share for each DP area is an approximation derived through rounding.	

II. BALANCED ECONOMY



Objective A

To promote diversified economic opportunities that enable all the people of O‘ahu to attain meaningful employment and a decent standard of living.

Policy 1

Support a strong, diverse, and dynamic economic base that protects the natural environment and is resilient to changes in global conditions.

Policy 2

Encourage the viability of businesses and industries, including support for small businesses, which contribute to the economic and social well-being of O‘ahu residents.

Policy 3

Pursue opportunities to grow and strategically develop non-polluting industries such as healthcare, agriculture, renewable energy, and technology in appropriate locations that contribute to O‘ahu’s long-term environmental, economic, and social sustainability.

Policy 4

Support entrepreneurship and innovation through creative efforts such as partnerships with businesses and non-profit organizations, and by encouraging complementary policies that support access to capital markets.

Policy 5

Foster a healthy business climate by streamlining regulatory processes to be transparent, predictable, and efficient.

Graphics & Charts

Oahu General Plan Oahu’s population projects Objective B (pg 20)

Table 1. Distribution of Residential Population	
Location	% Distribution of 2040 Oahu Population*
Policy 1 Area:	
Primary Urban Center	43%
Policy 2 Areas:	
‘Ewa	16%
Central O’ahu	18%
Policy 3 Areas:	
East Honolulu	5%
Ko’olau Poko	10%
Ko’olau Loa	1%
North Shore	2%
Wai’anae	5%
	100.0%
* O’ahu’s population is based on DBEDT’s latest population projections. The percent share for each DP area is an approximation derived through rounding.	

II. BALANCED ECONOMY



Objective A

To promote diversified economic opportunities that enable all the people of O’ahu to attain meaningful employment and a decent standard of living.

Policy 1

Support a strong, diverse, and dynamic economic base that protects the natural environment and is resilient to changes in global conditions.

Policy 2

Encourage the viability of businesses and industries, including support for small businesses, which contribute to the economic and social well-being of O’ahu residents.

Policy 3

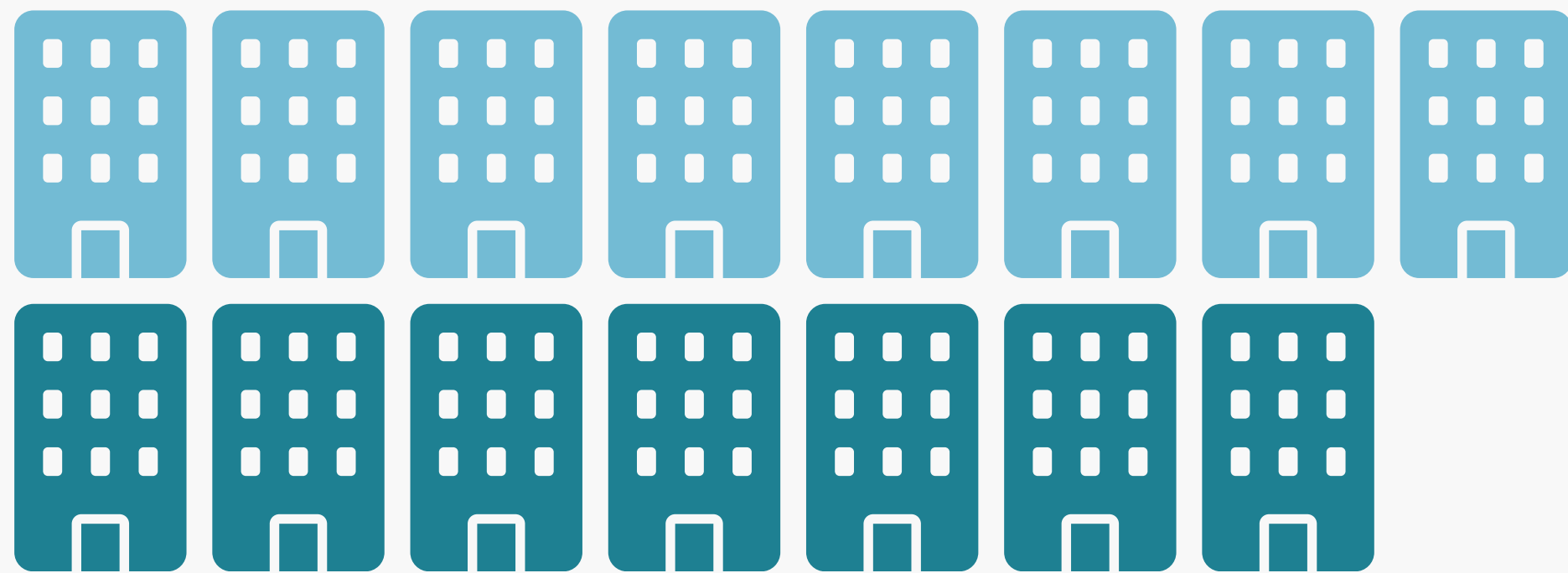
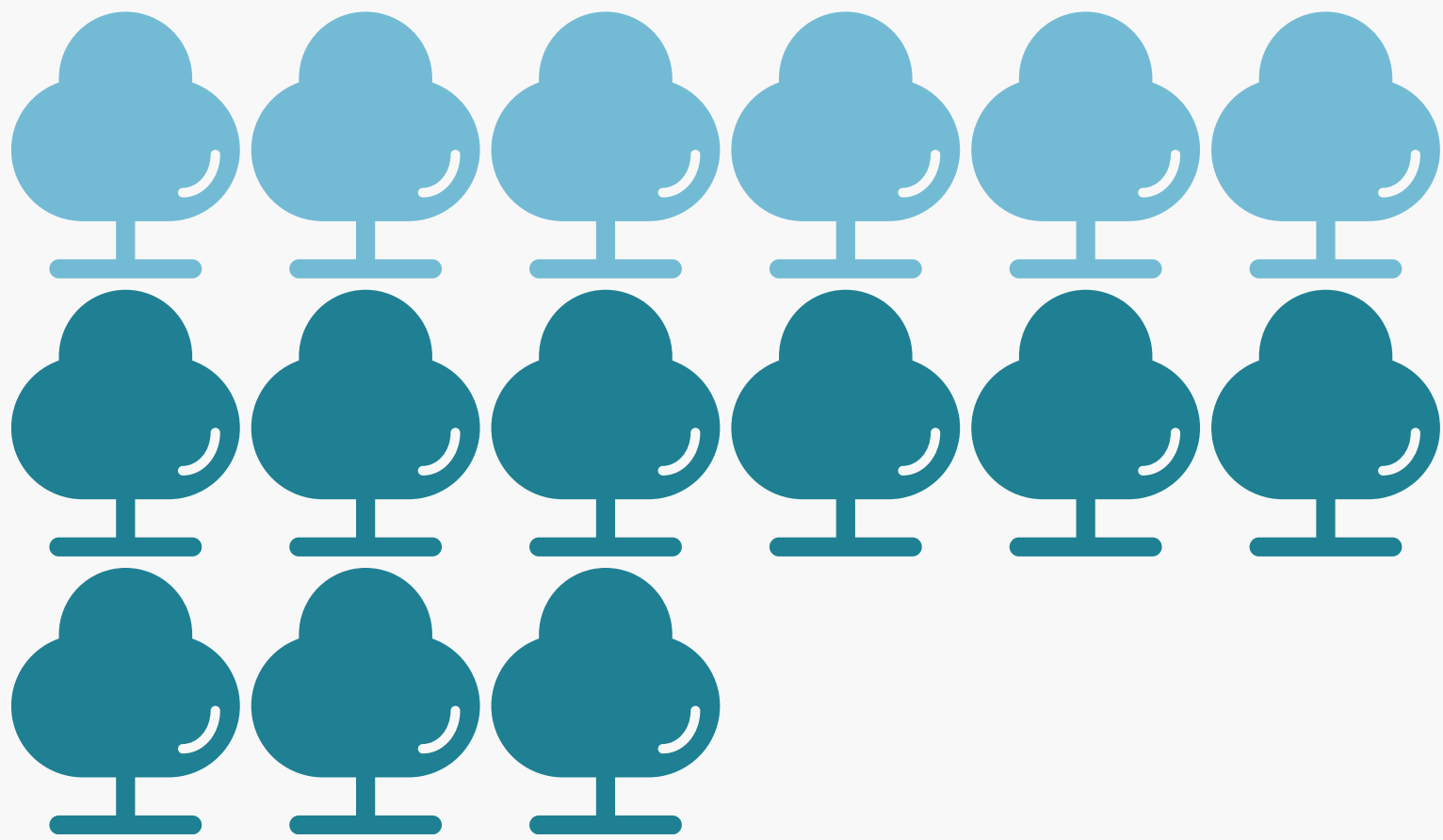
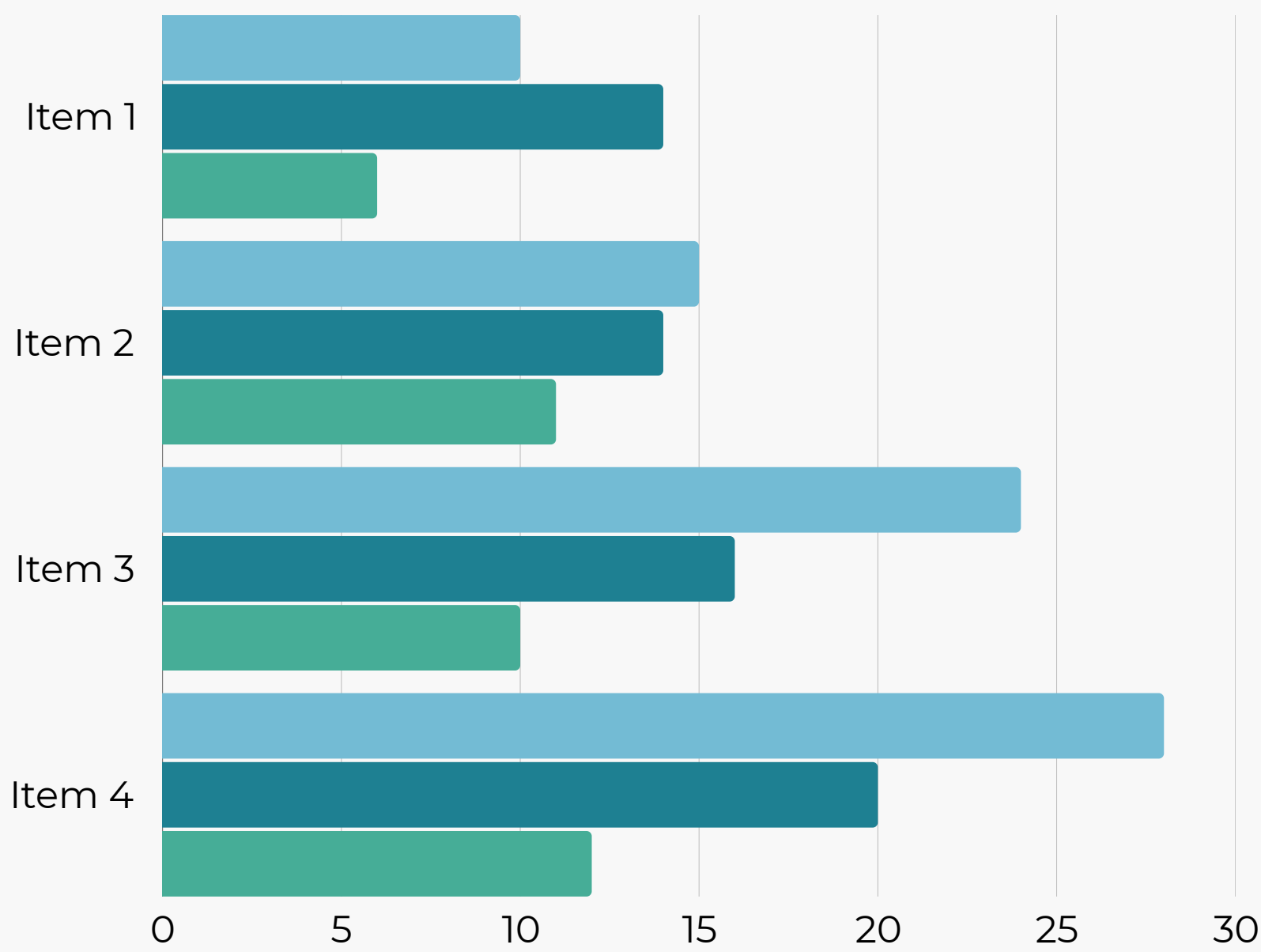
Pursue opportunities to grow and strategically develop non-polluting industries such as healthcare, agriculture, renewable energy, and technology in appropriate locations that contribute to O’ahu’s long-term environmental, economic, and social sustainability.

Policy 4

Support entrepreneurship and innovation through creative efforts such as partnerships with businesses and non-profit organizations, and by encouraging complementary policies that support access to capital markets.

Policy 5

Foster a healthy business climate by streamlining regulatory processes to be transparent, predictable, and efficient.



SB-1669-SD-2

Submitted on: 3/11/2025 6:07:38 AM

Testimony for HSG on 3/11/2025 8:59:00 AM

Submitted By	Organization	Testifier Position	Testify
Dylan P. Armstrong	Individual	Support	Written Testimony Only

Comments:

Aloha mai kākou, Chair Evslin, Vice Chair Miyake, and Members of the Housing Committee, as well as Chair Kila, Vice Chair Grandinetti, and Members of the Transportation Committee,

RE: SB 1669 SD2, Relating to Transit-Oriented Development

I write in support of Senate Bill 1669, Senate Draft 2, which would establish the Community Improvement Revolving Fund.

Transit-Oriented Development (TOD) presents dilemma for the state, but there is at the moment no better way to greater affect many of the major problems affecting Honolulu's quality of life.

A better paradigm would be development-oriented transit, but that's another story.

While legislators must chase the mirages of no traffic congestion for all sides of O'ahu^[SEP] and affordable housing without nuisance for voters, what you can realistically do is make a dramatic improvement on these metrics for *new* users. Why? Because their habits are not entrenched. This was most proven in Seattle, the only city in the last decade that avoided major increases in traffic congestion, by shifting nearly all transportation users onto transit and bicycling. Not new cars.

No city has avoided explosive growth in the past decades. And those that have most limited it like Portland, OR and Honolulu (due to different geographic constraints) faced enormous cost of living increases.

In other words, you cannot serve quite so many gods and hope to truly please them.

You have to plan for new population and households, including adult locals forming new households outside of their childhood domicile. Voters get to be ceaselessly reflexive NIMBYs in all things, but honest public servants cannot.

If you want to improve traffic congestion, the better guiding star as a metric is *travel time*. All the tactics to fix these things, from rail to highway improvements to parking, are not really about congestion exactly, but rather about travel time. Life isn't fair, and you can't equally spread out improvements to travel time. Similarly, you can't equally improve cost of living, but for the sake

of fairness you should pursue it as much for as many as you can. TOD is currently your vehicle, belabored pun notwithstanding.

Alleviating pressure at peak travel times as users shift from the highway system to rail, bus, or closer domiciles can improve travel time for existing users who are not changing their behaviors (and most will not change behavior, even when it benefits their travel time or their wallet).

You need to develop urban communities that do not resemble the suburbs of the leeward and windward side, in which I've happily and previously lived. But that's only if you want young local people to have any chance of household formation here, and any light at the end of the tunnel on Honolulu's abysmal travel conditions.

Members, please vote 'aye' on S.B. 1669 SD2.^[SEP]_[SEP]

Respectfully,^[SEP]_[SEP]

DYLAN P. ARMSTRONG, Ind.

SB-1669-SD-2

Submitted on: 3/11/2025 6:40:28 AM

Testimony for HSG on 3/11/2025 8:59:00 AM

Submitted By	Organization	Testifier Position	Testify
Frank Schultz	Individual	Support	Written Testimony Only

Comments:

I support this initiative.