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DEPARTMENT OF BUDGET AND FINANCE
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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 SENATE COMMITTEES ON TRANSPORTATION AND
CULTURE AND THE ARTS AND HOUSING
ON
SENATE BILL NO. 1669

February 4, 2025
1:00 P.M.
Room 225 and Videoconference

RELATING TO TRANSIT ORIENTED DEVELOPMENT.

The Department of Budget and Finance (B&F) offers the following comments on Senate Bill (S.B.) No. 1669 which establishes the Transit Oriented Community Improvement Partnership within the Department of Transportation and includes among other requirements, establishes a Board of Directors and three (3) full-time positions.

S.B. No. 1669 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. 1699 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.



**HAWAII COMMUNITY
DEVELOPMENT AUTHORITY**

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JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

STERLING HIGA
CHAIRPERSON

CRAIG K. NAKAMOTO
EXECUTIVE DIRECTOR

Statement of
CRAIG K. NAKAMOTO
Executive Director
Hawai'i Community Development Authority
before the
HOUSE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS
And the
HOUSE COMMITTEE ON HOUSING

Tuesday, February 4, 2025
1:00 PM
State Capitol, Conference Room 225 & Videoconference

In consideration of
SB 1669
RELATING TO TRANSIT ORIENTED DEVELOPMENT.

Chairs Lee and Chang, Vice Chairs Inouye and Hashimoto, and members of the Committees.

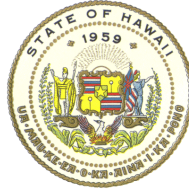
The Hawai'i Community Development Authority (HCDA) respectfully offers comments on SB1669, which establishes the Transit Oriented Community Improvement Partnership within the Department of Transportation (DOT) and authorizes the HCDA to assist the mission of the Partnership.

As a redevelopment agency, HCDA's primary mission is to establish community development plans, determine programs and cooperate with private enterprise and the various components of federal, state, and county governments to bring community development plans to fruition.

Proposing the following revision:

Page 48, Line 1: Remove HCDA's Section 206E-4 new subsection (19) that gives HCDA the power to assist the partnership if the authority approves the assistance. Included in the powers of the partnership is the power to cooperate with governmental agencies.

Thank you for the opportunity to provide testimony.



**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 Senate Committees on
TRANSPORTATION CULTURE AND THE ARTS
&
HOUSING**

**Tuesday, February 4, 2025
1:00 PM
State Capitol, Conference Room 225 & Videoconference**

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

Senate Bill 1669 establishes the Transit Oriented Community Improvement Partnership within the Department of Transportation and establishes the Community Improvement Revolving Fund. SB 1669 also authorizes the Hawaii'i Community Development Authority to assist the mission of the Partnership and appropriates funds. **The Hawaii'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.



Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for SB1669 - Relating to Transit Oriented Development
Senate Committee on Transportation and Culture and the Arts and Senate Committee on Housing
February 4th, 2025 at 1PM

Dear Chairs, Vice Chairs, and members of the TCA and HOU 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

▪ February 3, 2025

The Honorable Chris Lee, Chair
The Honorable Lorraine R. Inouye, Vice Chair
and Members of the Senate Committee on Transportation and Culture and the Arts

The Honorable Stanley Chang, Chair
The Honorable Troy N. Hashimoto, Vice Chair
and Members of the Senate Committee on Housing

Re: Testimony – SB1669 Relating to Transit Oriented Development
Hearing: February 4, 2025 at 1:00PM
Conference Room 225 & Videoconference

Dear Chair Lee, Chair Chang, Vice Chair Inouye, Vice Chair Hashimoto, and Committee Members:

Stanford Carr Development (SCD) submits this testimony in support of SB1669, which establishes the Transit Oriented Community Improvement Partnership (Partnership) within the Department of Transportation.

The Urban Design Lab published the *Top 10 Successful Transit-Oriented Development Case Studies*, where the key ingredients for successful transit-oriented development include connecting dense employment centers, regional collaboration, proactive planning and public policies, and public-private partnerships.¹

We embrace the concept of the Partnership as it incorporates each of the key ingredients noted above. The Partnership's scope builds on the successful model of Hawaii Community Development Authority with a focus on the Skyline corridor. Key priorities include the development of higher densities along the transit line and the expansion of infrastructure capacity. Increased infrastructure yields greater economic development and allows us to address the housing needs of our community.

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

Respectfully,

Stanford S. Carr

¹ [Top 10 Successful Transit-Oriented Development Case Studies](#)



Written Testimony before Joint Senate

COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS
and COMMITTEE ON HOUSING

Tuesday, February 4, 2025 (1:00 pm), Room 225

RE: SB 1669 RELATING TO TRANSIT ORIENTED DEVELOPMENT.

Chairs Lee and Chang, Vice Chairs Inouye and Hashimoto, Members of the Senate Committee on Transportation and Culture & the Arts and Committee on Housing:

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.

We urge passage of this bill onto the Committee on Ways & Means and ultimately to crossover to the House for further consideration.

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



LATE

February 3, 2025

TO: Honorable Chris Lee, Chair
Committee on Transportation and Culture and the Arts

Honorable Lorraine Inouye, Vice Chair
Committee on Transportation and Culture and the Arts

Honorable Stanley Chang, Chair
Committee on Housing

Honorable Troy Hashimoto, Vice Chair
Committee on Housing

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

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

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

Dear Chairs Lee and Chang; and Vice Chairs Inouye and Hashimoto; and Members of the Committees,

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

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." Further, our National AIA organization has been working to achieve the "AIA Strategic Plan 2021-2025" stating that AIA members are to be endeavoring to "Optimize architects' presence and impact by equipping and preparing them to serve as conveners, collaborators, civic leaders, and change agents in developing and delivering solutions to society's most pressing needs."

With that said, both our statewide organization and national goals align with the measure's general intent for "an agency tasked with the full responsibility of building affordable communities, and filling the gaps in recent development projects to ensure communities are being built with the parks, public spaces, and everything the public tends to desire and need."

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 11, line 1:

“(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; “

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 16, line 1:

“(6) A member 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 president of the senate; and”

And amending page 49, line 9:

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

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

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

February 4, 2025

TO: HONORABLE CHRIS LEE, CHAIR, HONORABLE LORRAINE INOUE, VICE CHAIR, COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS. HONORABLE STANLEY CHANG, CHAIR, HONORABLE TROY HASHIMOTO, VICE CHAIR, COMMITTEE ON HOUSING.

SUBJECT: **SUPPORT THE INTENT OF S.B. 1669, RELATING TO TRANSIT ORIENTED DEVELOPMENT.** Establishes the Transit Oriented Community Improvement Partnership within the Department of Transportation. Establishes the Community Improvement Revolving Fund. Authorizes the Hawaii Community Development Authority to assist the mission of the Partnership. Designates exemptions. Requires annual reports to the Legislature. Appropriates funds.

HEARING

DATE: Tuesday, February 4, 2025
TIME: 1:00 p.m.
PLACE: Capitol Room 225

Dear Chair Lee, Vice Chair Inouye, Chair Chang, Vice Chair Hashimoto and Members of the Committees,

The General Contractors Association of Hawaii (GCA) is an organization comprised of approximately five hundred (500) general contractors, subcontractors, and construction related firms. The GCA was established in 1932 and is the largest construction association in the State of Hawaii. Our mission is to elevate Hawaii's construction industry and strengthen the foundation of our community.

GCA **supports the intent** of S.B. 1669, which establishes the Transit Oriented Community Improvement Partnership within the Department of Transportation. Establishes the Community Improvement Revolving Fund. Authorizes the Hawaii Community Development Authority to assist the mission of the Partnership. Designates exemptions. Requires annual reports to the Legislature. Appropriates funds.

The State is facing a housing crisis and GCA supports the intent of this measure as a new approach to addressing the issue by taking a broader perspective of development, particularly in transit oriented development zones.

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

SB-1669

Submitted on: 1/31/2025 7:23:27 PM

Testimony for TCA on 2/4/2025 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Jacob Wiencek	Individual	Support	Written Testimony Only

Comments:

Aloha Committee Members,

Accelerating transit-oriented development will bring significant positive developments to our communities. From building human-centric spaces to reducing the scourage of traffic congestion, the benefits are myriad. I urge the Committee to SUPPORT this bill!

SB-1669

Submitted on: 2/3/2025 8:40:11 AM

Testimony for TCA on 2/4/2025 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Galen Fox	Individual	Support	Written Testimony Only

Comments:

Chairs Lee, Chang; VCs Inouye, Hashimoto; members:

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

Aloha,

Galen Fox

SB-1669

Submitted on: 1/31/2025 12:47:16 PM

Testimony for TCA on 2/4/2025 1:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Seth Kamemoto	Individual	Oppose	Written Testimony Only

Comments:

It appears the new agency can self-certify projects that it deems to qualify, regardless of geographical boundary. I'm not convinced that the "projects pursuant to this chapter" have any real limitations beyond what this new board will vote on. There appear to be "suggestions" on TOD boundaries, but I don't see the qualified projects tied directly to those boundaries.

That's potentially very dangerous, due to the sweeping exemption clauses, not unlike 201H-38: "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 phrasing, "coordinated with", doesn't give the county any real authority to modify or deny any project moving through this new agency. I believe this bill needs some combination of stricter geographic boundaries and more meaningful authority from the respective county.