

Hawaii Interagency Council for Transit-Oriented Development

Minutes of Meeting

Tuesday, November 1, 2016

9:30 a.m. – 11:30 a.m.

State Capitol, Conference Room 309

415 S. Beretania Street, Honolulu, Hawaii 96813

Members Present: Leo Asuncion, Office of Planning (OP), Co-chair
Craig Hirai, Hawaii Housing Finance & Development Corporation (HHFDC), Co-chair
Denise Iseri-Matsubara, Office of the Governor (Designee)
Chris Kinimaka, Department of Accounting and General Services (DAGS) (Designee)
Russell Tsuji, Department of Land and Natural Resources (DLNR) (Designee)
Mark Forman, Department of Human Services (DHS) (Designee)
Cathy Ross, Department of Public Safety (PSD) (Designee)
Darrell Ing, Department of Hawaiian Home Lands (DHHL) (Designee)
Charles Vitale, Stadium Authority (Designee)
Carleton Ching, University of Hawaii System (UH) (Designee)
Heidi Meeker, Department of Education (DOE) (Designee)
Deepak Neupane, Hawaii Community Development Authority (HCDA) (Designee)
Lola Irvin, Department of Health (DOH) (Designee)
Representative Henry Aquino, House of Representatives
Senator Breene Harimoto, State Senate (Alternate)
Ray Soon, City and County of Honolulu (City) (Designee)
Lyle Tabata, County of Kauai (Designee)
Bennett Mark, County of Hawaii (Designee)
Betty Lou Larson, Catholic Charities, Housing Advocate Representative
Bill Brizee, Architects Hawaii Ltd., Developer Representative
Ryan Okahara, U.S. Housing and Urban Development, Honolulu Office (HUD)

Members Excused: Senator Donovan Dela Cruz, State Senate
Ford Fuchigami, Department of Transportation
Hakim Ouansafi, Hawaii Public Housing Authority
Alan Arakawa, Mayor, County of Maui
Gabe Lee, American Savings Bank, Business Community Representative

Other Designees/ Alternates Present: Charles Toguchi, Stadium Authority
Scott Chan, Stadium Authority
Harrison Rue, City and County of Honolulu
David DePonte, DAGS
Ian Hirokawa, DLNR
Glenn Yee, Catholic Charities

TOD Council Staff: Rodney Funakoshi, OP
Ruby Edwards, OP
Jayna Oshiro, HHFDC

Guests: Jesse Souki, Honolulu Authority for Rapid Transportation (HART)
Kashmira Reid, HART

Hal Alejandro, PSD
Katie Mineo, DHS
Ben Park, Senate Committee on Ways and Means
Taylor Ellis, Oahu Metropolitan Planning Organization (OMPO)
Doris Lam, City and County of Honolulu
Robert Sato, Senator Harimoto's office
Kevin Carney, EAH Housing
Laura Mau, R.M. Towill Corporation
David Tanoue, R.M. Towill Corporation
Kevin Wilcock

I. Call to Order

Craig Hirai, Co-chair called the meeting to order at 9:35 a.m.

II. Introduction of Members

The TOD Council members were provided a list of all members, designees, and alternates. The designees and alternates are able act on the member's behalf and vote on all matters taken up by the TOD Council.

III. Review and Approval of Minutes – September 6, 2016 and October 4, 2016 Meetings

Rodney Funakoshi of OP requested that the following amendments be made to the September 6, 2016 and October 4, 2016 meeting minutes:

1. September 6, 2016 minutes: Item VI. e. page 7, add DAGS to the working group to develop criteria for review and prioritizing CIP proposals.
2. October 4, 2016 minutes: Item IX. page 9, add Hawaii County to the working group to recommend a process for developing a strategic plan.

It was moved by Ching and seconded by Larson, and unanimously carried to approve the September 6, 2016 and October 4, 2016 meeting minutes as amended above.

IV. Transit-Oriented Development (TOD) Project Update

a. Honolulu Rail Transit Update – HART

Jesse Souki, Director of Planning, Permitting and Right-of-Way, HART provided an overview and update of the HART project. The HART project includes 20 miles, 21 stations, and a maintenance facility. The general configuration of a station includes: station height of 30-40 feet, platform screen gates, and canopy. The fleet includes 20 trainsets: four-car trains, 188 seats per train, and 634 passengers per train. Each rail car is 64 feet long and weighs 72,000 pounds. The train interiors include bicycle racks.

Souki reported on construction progress:

- The West Oahu Farrington Highway Section super structure is completed
- The Kamehameha Highway Section is almost complete: all foundations complete and columns poured
- The Airport Section was awarded and the Notice to Proceed is forthcoming

- The City Center Section was previously delayed, however, HART is continuing to acquire properties in the City Center Section. The plan is to go all the way to Ala Moana Center
- HART is breaking ground on the following stations: Hoopili, Pearl Highlands, and UH West Oahu
- The Pearl Highlands parking garage and City Center Guideway contracts are not let yet.

Cultural sustainability is integrated in TOD. A study was done for the entire route looking at traditional and cultural properties. Column wraps with designs that are culturally relevant to the area are one form of cultural placemaking being used. During construction, there is cultural monitoring and landscape design requirements built into contracts.

Through OMPO's Transportation Alternative Program, HART is doing the Middle Loch Connector extending the Pearl Harbor Historic Trail. The Ai-Goto Building in Chinatown was acquired and rehabilitation is being done to make it relevant to ridership. Tree relocation is ongoing.

Rail will integrate and serve communities:

- Major activity hubs will have park-and-ride lots and bus transit centers with 7,000 to 10,000 daily boardings by 2030
- Suburban centers will have about 60% of riders arriving by bus or auto with 5,000 to 7,000 daily rail boardings
- Urban neighborhoods, 60 to 80% will walk to stations with 2,000 to 4,000 daily rail boardings.

Regional bus routes will connect to rail. A draft integrated bus-rail vision has been completed, however, it still needs to be finalized. It is estimated that there will be 21,600 riders in 2030 that will commute to Ala Moana from the West side for their jobs. Buses will play an important role in an integrated islandwide transit network. About 30,000 housing units are currently within walking distance of a rail station.

Information can be found on HART's website, <http://www.honolulustransit.org/>.

- b. TOD Neighborhood Planning Status – City and County of Honolulu
Harrison Rue of the City Department of Planning and Permitting provided an overview and update of the City's TOD planning efforts. The City has been working on the TOD planning for over a decade. The TOD strategy involves a TOD vision, neighborhood plans and zoning, complete streets, infrastructure finance tools and incentives, affordable housing, catalytic projects, and TOD subcabinet. The primary work of the TOD subcabinet is to coordinate infrastructure, permits, funding, and projects with other City departments.

Honolulu's TOD vision is to create choices and a high-quality, healthy urban lifestyle such as walkable, healthy, age-friendly neighborhoods. It's about people and their neighborhoods, and how they live, work, and connect. Each neighborhood has its own character and the scale of development should fit the community context to ensure that the investments made help revitalize older communities.

There are 21 stations of which two are under HCDA's jurisdiction. The City is doing planning and zoning for 19, but will also make connections in the HCDA areas for City streets for walking and biking.

Station/Area Update:

1. Chinatown Station Area

The Chinatown Station Area will include projects such as the redesign of Kekaulike Street and the Nuuanu Corridor. The Halewai'olu Senior Residence on River Street is moving along. The Chinatown Action Plan focus is on: 1) Streets and Placemaking; 2) Cleanliness and Sanitation; and 3) Events/Activities/Economy.

2. Iwilei/Kapalama Area

The City is looking at ways to finance infrastructure improvements for this area. There are various large landowners, including six to eight State agencies and private developers. DOT is looking at their land and considering development for generating revenue, so it will be included in the infrastructure master planning for this area. The City is working with State agencies and landowners to figure out what the infrastructure needs are, who might develop first, where the initial phase should be, and how to fund it. The Iwilei/Kapalama Infrastructure Master Plan should be completed late this year to early next year. The public facilities and infrastructure plan is to accommodate future growth for water, sewer, drainage, electrical, parks, street network, and schools.

3. Kapalama Station Area – Kapalama Canal Catalytic Project

The first phase focus is on CIP for the Kapalama canal. The City has surveyed other places around the country and world that have created ways to relate communities to water and canal features and different types of activities. The City is working with the community and has held a workshop. The City will be providing the community three alternatives for the canal sometime in January 2017.

TOD Plans Update:

1. Ala Moana TOD Plan

The draft Ala Moana TOD plan is with the City Council for review and approval. The City worked with the community to provide more affordable housing, connected active streets, safer intersections, and usable park space.

2. Halawa Area TOD plan - Aloha Stadium Station

The State engaged a consulting firm to look at different ways to develop the area. Other stadiums around the country were examined, including the University of Phoenix, Stadium/Westgate Entertainment District in Glendale, Arizona and the Staples Center in Los Angeles California were provided.

Principles guiding development for the Aloha Stadium Station area are mixed-use consisting of cultural venue, hotel, parking, and open space. The City developed three development alternatives for the area, which includes HPHA's public housing, Ice Palace, Kmart, and DOE sites.

The draft Halawa Area TOD Plan is on the City's website for public review. Plan refinements include stadium visibility along the highway, mixed-use gateway at the station,

hotel, critical development mass, connection improvements for bikes, pedestrians, and vehicular traffic, and parking strategy.

Next steps include obtaining public input, Planning Commission approval, and City Council approval, which could take approximately one year. The TOD special district zoning regulations would then be drafted for review and adoption.

3. Aiea-Pearl City Neighborhood TOD Plan - Pearlridge, Pearl Highlands, and Leeward Community College Stations

The development of the Kamehameha Drive-In site is stalled due to construction costs. The City Council approved funds to purchase property for a transit center with mixed-use housing in the Pearlridge Station area.

4. Waipahu Neighborhood TOD Plan

Since the plan's adoption, there's been interest expressed in private redevelopment and possible redevelopment of some State lands in the area. A Council Zoning Committee public meeting on proposed TOD zoning based on the adopted plan is scheduled for November 1, 2016.

5. East Kapolei TOD Plan

This TOD plan is on hold until each public and private agency (UH West Oahu, DLNR, DHHL, and Hoopili) finalizes their plans for the area, which can then be incorporated in the final East Kapolei TOD Plan.

The City estimates between 45,000 to 55,000 dwelling units could be built in the TOD planning areas from East Kapolei to Ala Moana.

The City's TOD Implementation Strategy includes: finalizing and adopting neighborhood TOD plans; adopting TOD zoning and process improvements; implementing financing and incentives toolkits; Brownfields assessment grant/assistance; implementing the City's affordable housing strategy; and developing catalytic projects.

There are six catalytic projects that are underway. The Interim Planned Development-Transit Permit is a newly-adopted permit process passed by the City Council to facilitate catalytic TOD projects prior to adoption of neighborhood plans, zoning maps, and Land Use Ordinance (LUO) amendments.

Another hearing will be held on the draft TOD Special District Ordinance as well as the zoning map changes for Waipahu. Once the City Council adopts the ordinance, the City will then draft proposed zoning for parcels in those TOD planned areas. Examples of TOD zoning proposed for West Loch and Waipahu Station Areas were provided.

The City is working with communities to require affordable housing in different developments; however, it is not finalized. The financial toolkit includes financing mechanisms, incentives, and policy guidelines to stimulate private investment. The City is working on and will present a project infrastructure financing plan for the Iwilei-Kapalama area. The City also received a \$400,000 Brownfields Assessment Grant from US Environmental Protection Agency to do free Brownfields Assessments for small property owners.

Rue reported that the streets as a placemaking tool is pending funds on rail access projects at several of the stations. The City has adopted a complete streets design manual and hired an administrator to work with other departments to implement it. In addition, the City has developed a design manual to allow people to do parklets. The City has tried pop-up complete streets and is coordinating corridor widening strategies and wayfinding signs. They are working with DOT on including wayfinding signs on State highways. Wayfinding signs will be up in Chinatown next year as a pilot. The protected bike lane network that was a pilot project on King Street works. The City is working on adding bike lanes primarily to get to the rail stations.

The City's next steps include holding various community meetings. Information on all the City's TOD plans can be found on the City's TOD website, www.todhonolulu.org.

c. State Agency Updates

State agencies provided a brief update of the status and progress of their TOD projects.

i. HHFDC

Craig Hirai, Co-chair and Executive Director of HHFDC, reported that HHFDC is working on the Alder Street project as a joint development with the Judiciary. The project will have approximately 180 Low Income Housing Tax Credit (LIHTC) family units. A CIP request for \$15 million for the Judiciary portion of the project will be requested. HHFDC is looking for other places to effectively deploy Dwelling Unit Revolving Fund (DURF) funds to move infrastructure along for TOD projects.

Co-chair Hirai reported that information was provided to the HHFDC Board on the 690 Pohukaina Street project; HHFDC will be taking over the project's development agreement from HCDA. The proposed project is to include approximately 400 market to near-market rentals; 200 LIHTC family rentals; and a vertical elementary school.

HHFDC is not actively engaged in the Waipahu area. There is a need for State agency planning at the existing facilities, which include a DAGS office building and State library.

ii. HPHA

Hakim Ouansafi, Executive Director of HPHA, was not present at the meeting. Instead, Funakoshi reported that HPHA has three priority projects: 1) Mayor Wright public housing redevelopment project, which is moving forward; 2) redevelopment of HPHA's School Street administration offices; and 3) Puuwai Momi public housing near the Stadium.

iii. UH

Carleton Ching of the UH System reported that each campus has their own leadership and their own long range development plans that are updated every 10 years. There are three campuses along the rail line. Each has a transit station proposed for their lands. The three campuses are seeking OP TOD CIP funds that will help with TOD planning. Ching expressed that anything done has to serve or meet their mission of higher education.

1. UH West Oahu

UH West Oahu lands include 300 acres of campus and a proposed University Village, which is out with a Request for Proposal (RFP). The timeframe for selecting the developer is pending. The RFP was received in June 2016 and that process is still being reviewed. It will be presented to the Board of Regents to determine the next step. There is an opportunity for TOD at the rail station to link to the campus and the University Village. The village will be a revenue-generating development that can sustain and support that campus.

2. Leeward Community College (LCC)

LCC's long range development plan focuses on higher education facilities for teaching and research. LCC has not begun to do any specific TOD planning.

3. Honolulu Community College (HCC)

HCC has a long range development plan. A transit station is planned at the corner of the campus along the Kapalama corridor. Should HCC obtain TOD planning funds, they will be able to look at the potential for TOD on HCC lands in that area.

The City has been encouraging HCC to consider repurposing lands along the Kapalama canal; however, HCC needs to ensure a fit with HCC's educational mission and their long-range development plans. None of the community colleges on Oahu have faculty and student housing. Co-chair Asuncion commented that both faculty and students are competing in the market with everyone else for housing. If HCC builds housing for their faculty and students, it helps the overall market.

HCC also has a parcel that is Makai of Dillingham that is used for their automotive program. While the parcel may have revenue generating potential, any repurposing will have to be appropriate and fit with HCC higher education purposes.

iv. DLNR

Laura Mau of R.M. Towill Corporation reported on behalf of DLNR. DLNR has four parcels located between the H-1 Freeway, Farrington Highway, and Kualakai Parkway. DLNR East Kapolei lands are in proximity to UH West Oahu campus, and may be proposed for technology use. There are two parcels on the opposite side that may be proposed for business mixed-use. DLNR has been consulting with UH West Oahu, OP, and HART. A main concern in the area is infrastructure (sewer, water, and drainage), which could be a big cost for DLNR. With Hoopili moving forward, they are able to coordinate with D.R. Horton on some of the sewer lines in the area, which is a major cost savings for DLNR. DLNR has also been in contact with UH West Oahu to tie into their water system. However, DLNR needs more coordination on the two drainage gulches—Kaloi and Hunehune—in order to create more usable area. DLNR is also thinking about doing a land swap with D.R. Horton to maximize the proximity to TOD station.

Farrington Highway is also a key component. It is one of the top three projects for the City's Department of Transportation Services (DTS). An EIS is being prepared for improvements. There is a lot of coordination that needs to be done between DTS and DOT on their portion of Farrington Highway.

v. DAGS

Chris Kinimaka of DAGS reported that there has been a collaborative relationship with the City in creating the Halawa TOD plan and they're moving forward to help identify both the opportunities and challenges to convert the site to an actual destination that would not only benefit the State but the surrounding community.

DAGS also has 3.79 acres in the Iwilei area. DAGS previously reported that they had plans to move forward with the Liliha Civic Center and have identified 300,000 square feet of office space needed in the Capitol District alone. However, planning is on hold, and if funded, might consider a mixed-use concept on the site.

DAGS maintains the Waipahu Civic Center. At this time, DAGS is doing its own renovation of the Waipahu Civic Center to optimize office space. This is being done statewide to get more State offices out of leased spaces and into offices near rail.

DAGS is in support of PSD in their efforts to relocate the Oahu Community Correctional Center (OCCC). Currently, they are in the planning phase. An EIS preparation notice was issued on October 8, 2016. The comment period is scheduled to end on November 22, 2016.

vi. Stadium

Charles Vitale of the Stadium Authority reported that the Board of Land and Natural Resources approved the release of both City and federal deed restrictions on the Stadium property. Two resolutions will be presented to the City Council for approval to lift the City's deed restriction. The federal component is being finalized by National Park Service. The RFP committee is being revised and referred to the procurement officer for final approval for the redevelopment of Stadium property itself. The Stadium consultant is preparing final selection of sub-consultants to do site planning and real estate assessment evaluation of the site. The Stadium Authority is seeking TOD CIP funds for this work. The City will be holding a community workshop meeting on November 16, 2016, which covers not only the Stadium but adjacent sites with public housing and commercial development.

vii. PSD

Cathy Ross of PSD reported that they will not seek special legislation regarding the Oahu Community Correctional Center's (OCCC) relocation as they have done in the past. PSD will not be targeting a specific parcel or location; the relocation study currently underway will determine the options for OCCC.

viii. DHHL

Darrell Ing of DHHL reported the following:

1) East Kapolei Station

- a. East Kapolei I includes 403 single-family residential lots, DHHL offices, a community center, and fire station. Residential lots are 87% occupied.
- b. East Kapolei II. Backbone infrastructure is complete. DHHL is re-evaluating development plans for remaining increments to incorporate TOD principles.

- c. Ka Makana Alii Shopping Center – The grand opening was on October 21, 2016 with 30 shops and restaurants, hotel, and theatre opening. Construction of additional shops and restaurants is ongoing.
- 2) Kapalama Station – DHHL has three lots (5 acres) behind City Square. Leases expire between 2029 and 2070. DHHL has hired a consultant to determine the feasibility of potential future use of these properties that takes advantage of TOD and all its related benefits.
- 3) Lagoon Drive Station – Shafter Flats Industrial Area on Kakoi and Kilihau Streets is approximately 14 acres with 20 lots leased for light industrial uses. The majority of the leases expire in 2022. DHHL’s consultant will include these lands in its assessment of redevelopment potential.

ix. HCDA

Deepak Neupane of HCDA reported on three public projects in the district:

- 1) 690 Pohukaina Street – This property is in the process of being transferred to HHFDC.
- 2) 1025 Waimanu Street – This is a 72 low-income rental housing project and is moving forward early next year.
- 3) 630 Cooke Street – This is a micro-unit project that will provide 104 micro-rental units. HCDA began executing a development agreement with the developer.

Private projects in the district include:

- 1) Aalii – This project is located next to the planned Kakaako Station and is being developed by The Howard Hughes Corporation. The project will consist of 751 residential units with at least 100 reserved housing units for the gap group.
- 2) 803 Waimanu Street – This project is located one block from the planned Civic Center Station and is in the building permit phase.
- 3) Keahou Place – This project is located next to the planned Civic Center Station and is under construction.

Neupane also reported that the proposed reserved housing rule amendments are posted to their website. A public hearing on the proposed rules will be held soon.

x. DOE

Heidi Meeker of DOE reported that DOE is proposing school impact fee districts from Kalihi to Ala Moana, from Middle Street to Kalakaua Avenue. There are nine elementary schools within the Farrington and McKinley Complex. Hearings will be held on November 2, 2016 and on November 3, 2016. DOE is required to do an analysis of the district, which is available online. The proposal will go to the Board of Education on November 15, 2016.

Meeker explained that the school impact fee law was passed by the Legislature in 2007 in anticipation of urban growth on former agriculture lands. The law requires that new residential developments within designated school impact districts shall provide land for

schools or pay a fee in lieu of land proportionate to the impacts of the new residential development on existing school facilities. Meeker explained that for large projects, DOE meets with developers very early and determine whether the developers can provide DOE land or whether the developers would have to pay a fee in lieu of land. Smaller developers will come up at the time they apply for a building permit. DOE has been collecting school impact fees in the Leeward to Stadium area for the past three years. Senior projects and year-round time share units don't pay an impact fee. However, if DOE students are living in these units, then DOE will collect an impact fee. The fees are collected one time when building permits are pulled.

There were concerns raised regarding school impact fees. Kevin Carney of EAH Housing, developer of low income housing stated that if the proposed urban impact fee proposal is approved by the BOE, it will affect their projects since they did not anticipate paying additional fees. Rue stated that DPP has similar concerns.

The 690 Pohukaina Street project is proposing to have a vertical elementary school. DOE will be involved in providing input. Another school is needed in the Kapolei area in addition to the planned Hoopili High School. DOE may consider a super school at the fourth campus.

xi. DOH

Lola Irvin of DOH reported that DOH does not have State lands. DOH is in support of bike share and complete streets. Complete streets, multiple modes of transportation, and building healthy communities are important to increasing and integrating physical activities for residents throughout the day.

DOH data shows that 52% of Hawaii's population is at risk or have been diagnosed with diabetes or pre-diabetes. More than half of the population is overweight or obese. DOH is in discussion with a lot of people and organizations to support TOD for businesses, including healthy food opportunities.

xii. DHS

Mark Forman of DHS reported that DHS does not have land around the rail line. DHS is in support of Public Private Partnerships that support the Poor Peoples' Perspective. DHS is also in support of complete streets, pop-up healthy food places, and social services opportunities. Forman reported that he will follow-up with HPHA and provide a status report at the next TOD Council meeting, if Hakim Ouansafi, Executive Director of HPHA is unable to attend.

xiii. DOT

No designee was present. Funakoshi reported that DOT has airport, harbor and highway lands in TOD areas.

V. Status on FY17 OP TOD CIP Planning Funds

The Legislature appropriated \$500,000 in TOD CIP for FY 2017 to be used for TOD planning on State lands on Oahu.

Funakoshi reported that OP preliminarily identified the following three projects for FY17 TOD CIP planning funds, for which OP is in discussions with the agencies on the specifics for each project:

1. East Kapolei Master Plan, DLNR
2. Aloha Stadium redevelopment, Stadium Authority/DAGS
3. Master planning for UH-HCC in response to TOD opportunities

A report will be provided at the December TOD Council meeting.

VI. Status on Prioritizing FY 2018 CIP Project Requests in TOD Areas (Target: Jan. 2017)

- a. Action Item: Council ratification of Work Group to 1) develop criteria for review and prioritizing CIP project request, and 2) approve recommended criteria

Leo Asuncion, Co-chair, explained this is a housekeeping item. The TOD Council needs to ratify the formation of the Work Group to develop criteria for review and prioritizing CIP project requests. Work group members consist of HPHA, DAGS, UH, City and County of Honolulu, and Betty Lou Larson. It was moved by Soon and seconded, and unanimously carried to ratify the formation of the Work Group.

Co-chair Asuncion summarized the criteria recommended by the Work Group at the October 4, 2016 TOD Council meeting. The criteria will be applied to all projects being proposed for TOD CIP budget requests. The list of criteria includes the following: site considerations; agency/project readiness; other financial considerations; public benefit; and catalytic impact. Additional consideration will be given to three areas considered to be high priority: 1) Iwilei-Kapalama; 2) Halawa Stadium; and 3) East Kapolei.

For the upcoming FY 2018 CIP projects, OP will review requests and apply the criteria and report back to the TOD Council at the January 10, 2017 meeting for discussion and approval. There will be no scoring or weighting for this round. However, as more CIP requests are received in future years, the criteria will likely be revised for weighting.

The TOD Council discussed that affordable housing needs to be a higher priority among the criteria and the criteria should be reorganized for this. As discussed above, scoring and weighting of the provision of affordable housing will be incorporated in the use of criteria for future CIP requests. It was moved by Neupane, seconded by Brizee, and unanimously carried to approve the recommended criteria. The criteria list can be found at:

<http://planning.hawaii.gov/lud/state-tod/hawaii-interagency-council-for-transit-oriented-development-meeting-materials/>.

- b. Prioritizing CIP Biennium Budget Requests from Agencies

State agencies are requested to submit their TOD-related CIP budget biennium requests to OP by Wednesday, November 23, 2016. The requests should include projects within designated TOD areas with the potential for TOD. As mentioned above, OP will apply the criteria above to these projects and compile and recommend project priorities for the TOD Council to consider at its January 10, 2017 meeting.

VII. Strategic Plan Development

- a. Action item: Council ratification of TOD Council Work Group to recommend a process for developing the Strategic Plan for State TOD

Funakoshi stated that Act 130, Session Laws of Hawaii 2016 requires the TOD Council to develop a strategic plan for TOD on State lands statewide. The strategic plan needs to have a process to include the needs and opportunities on the Neighbor Islands.

Funakoshi explained that the action is a housekeeping item. The TOD Council needs to ratify the formation of the Work Group consisting of: OP, HHFDC, HPHA, DAGS, UH, DHS, Kauai, Maui, and Hawaii Counties, the City, Bill Brizee, and Betty Lou Larson.

Irvin would like to see Windward Community College included in the strategic planning process. Rue stated the City is trying to apply TOD principles to other areas on Oahu.

It was moved by Tabata, seconded by Neupane, and unanimously carried to ratify the Work Group to recommend a process for developing the Strategic Plan for TOD.

b. Work Group on process for developing the TOD Strategic Plan

Funakoshi reported that the Work Group will be meeting immediately following the TOD Council meeting. A report will be presented at the December 6, 2016 TOD Council meeting.

VIII. Next Steps

a. Future Agenda Topics

Co-chair Asuncion stated that future topics are outlined as follows:

Tuesday, December 6, 2016

1. TOD Strategic Plan Process – Work Group Report
2. Report on FY 2017 OP TOD CIP Planning Funds
3. Draft Annual Report to Legislature – due December 15, 2016
4. Presentation by Kevin Wilcock and HHFDC financing tools

Tuesday, January 10, 2017

1. FY 2018 CIP Project Prioritization
2. TOD legislation
3. Public-private-partnerships for TOD – Presentation (speaker TBD)

b. Announcements

The next meeting is scheduled for Tuesday, December 6, 2016 at 9:30 a.m., location to be determined. Neupane (HCDA) and Vitale (Stadium Authority) both volunteered their conference rooms for TOD Council meetings.

IX. Adjournment

With no further business to discuss, the meeting was adjourned at 11:27 a.m.