

Hawaii Interagency Council for Transit-Oriented Development

Minutes of Meeting

Tuesday, January 9, 2018

9:30 am

Hawaii Community Development Authority

Community Room, 1st Floor

547 Queen Street, Honolulu, Hawaii

Members/
Designees
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
David DePonte, Department of Accounting and General Services (DAGS)
Heidi Meeker, Department of Education (DOE)
Darrell Ing, Department of Hawaiian Home Lands (DHHL)
Lola Irvin, Department of Health (DOH)
Katie Mineo, Department of Human Services (DHS)
Russell Tsuji, Department of Land and Natural Resources (DLNR)
Robert Miyasaki, Department of Transportation (DOT)
Deepak Neupane, Hawaii Community Development Authority (HCDA)
Charles Vitale, Stadium Authority
Carleton Ching, University of Hawaii (UH)
Representative Nadine Nakamura, House of Representatives
Harrison Rue, City and County of Hawaii (City) Planning and Permitting
Lyle Tabata, County of Kauai Public Works
Pam Eaton, County of Maui Planning
Bennett Mark, County of Hawaii Planning
Cyd Miyashiro, Business Community Representative
Betty Lou Larson, Catholic Charities, Housing Advocate Representative
Bill Brizee, Architects Hawaii Ltd., Developer Representative
Ryan Okahara, U.S. Housing & Urban Development, Honolulu Office (HUD) (Ex-officio)

Members/
Designees
Excused: Senator Donovan Dela Cruz, State Senate
Representative Henry Aquino, House of Representatives
Cathy Ross, Department of Public Safety (PSD)
Tyler Tsubota, Department of the Navy (Ex-officio)

Other
Designees/
Alternates
Present: Ian Hirokawa, DLNR
Kanani Fu, County of Kauai Housing
Nancy Pisicchio, County of Hawaii Mayor's Office
Glenn Yee, Catholic Charities

TOD Council
Staff: Rodney Funakoshi, OP
Ruby Edwards, OP
Tomas Oberding, OP
Jessica Pence, OP
Jayna Oshiro, HHFDC
Dawn Apuna, Deputy Attorney General

Guests: Carson Schultz, HCDA
Sarah Beamer, HPHA
Kika Bukoski, OHA
Franz Kraitz, City and County of Honolulu, Department of Planning and Permitting
Joy Agner, UH Public Policy Center
Jeff Merz, AECOM
Chris Delannay, Pacific Resource Partnership
Stacy Ellamar, Pacific Resource Partnership

I. Call to Order

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

II. Introduction of Members

Members and guests also introduced themselves.

III. Review and Adoption of Minutes of December 5, 2017 Meeting

It was moved by Carleton Ching and seconded by Betty Lou Larson, to adopt the December 5, 2018 meeting minutes. The motion was carried.

IV. Affordable Housing and TOD Financing Presentations

a. Affordable Housing Strategy – Linda Schatz, Charles Wathen

Asuncion announced that Linda Schatz and Charles Wathen were unable to attend. Their presentation will be rescheduled to the February 6, 2018 TOD Council meeting.

b. TOD Financing with TIFIA – Christopher Coes SGA/LOCUS

Asuncion introduced Christopher Coes, Vice President for Real Estate Policy and External Affairs at Smart Growth America (SGA), who was making a presentation on TOD Financing by Skype remotely from his Washington, DC office. Coes oversees SGA's real estate programs, including LOCUS: Responsible Real Estate Developers and Investors, the National Brownfields Coalition, and TOD Finance and Advisors, Inc., a for-profit subsidiary of SGA.

Background: The Fixing America's Surface Transportation (FAST) Act was passed on December 3, 2015. The FAST Act authorizes \$305 billion over five fiscal years for federal surface transportation program passenger rail program. It also establishes transit-oriented development financing.

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program was created about 25 years ago to help local communities fill the gap in terms of financing infrastructure projects. The program allows the federal government, to provide localities, other counties, or any private sector interest, low interest loans to do infrastructure projects. The flexibility that TIFIA allows is that repayment may be delayed for an additional five years following construction, and loan payments are sculpted to match project revenues.

TIFIA Program Basics

TIFIA offers three types of assistance: 1) direct loans; 2) loan guarantees; and 3) lines of credit.

Who are eligible to apply for TIFIA TOD financing? States, local government, transit authorities, private firms (with a sponsor), public-private partnerships, and business improvement districts.

What types of projects are eligible for TIFIA TOD financing?

Projects related to transportation facilities such as bus/bike-ped, bus, subway, commuter rail, high speed rail, and street car/light rail. The TIFIA program was primarily used for highways, bridges, and public transportation programs. However, it was expanded recently to include transit-oriented development projects.

TIFIA financing requirements include: 1) an investment grade rating of “BBB” or higher; 2) the project must be included in the transportation improvement plan as well as the TIP/STIP; 3) requires the project sponsor to have a dedicated revenue source for repayment, such as tolls, user fees, tax increments, or property taxes; and 4) complying with NEPA, Davis Bacon, and Buy America.

Loan Limit and Minimum Project Costs: The program can provide up to 49% of the total project cost. Traditionally, U.S. DOT has given about 33%, but in rare cases they will go up to the 49%. In order to qualify for a TIFIA loan, the project must have a minimum project cost of \$10 million for TOD and local projects, including local infrastructure projects, bike and pedestrian infrastructure, sidewalks, and utilities.

Eligible TOD Infrastructure: TIFIA funding can be used for property acquisition, demolition of existing structures, utilities, open space, parking garages, and intermodal transfer facilities. If working with developers, it can be used for commercial space as well. Residential development is not an eligible project cost. However, if the transit agency in Hawaii wanted to do a joint development deal with the developer, and it was approved by the Federal Transit Administration (FTA) joint development program, that project could receive a TIFIA award for residential, commercial, and infrastructure.

While TOD-related infrastructure includes infrastructure such as parking garages, these projects should (1) promote greater transit ridership, 2) walkability, or 3) increase private investment.

Loan Requirements and Repayment Terms: Loans must be repaid within 35 years after construction is completed. Predevelopment work such as development phase activities (planning, revenue forecasting), construction phase, and capitalized interest can all be included in the \$10 million minimum project cost. As of January 9, 2018, the current interest rate for TIFIA loans is 2.81%, fixed over 35 years.

Coes stated generally, TOD projects produce revenues in later years. TIFIA allows you to sculpt repayments based on the anticipated revenue curve. TIFIA works well if TIF districts are used, which are generally backloaded in terms of their revenue generation.

The TIFIA program is authorized and does not need annual appropriations. TIFIA authorizations were: \$1 billion in FY2014, \$275 million in FY16-18, and \$300 million in FY2019.

The loan disbursement and repayment process:

- 10% of the loan amount comes from the TIFIA program.
- Remaining 90% comes from the Treasury. However, all funds are repaid to the Treasury Department.

Application process: The process takes about a year from start to finish if all your documents are in order. The application fee is approximately \$250,000, which does not include your own legal or consultant fees. U.S. DOT has the capacity to waive the fee and additional costs for projects under \$75 million.

The TIFIA application process includes:

- 1) Application – Submitting a letter of interest to the U.S. DOT outlining the project, project cost, and location.
- 2) Evaluation – The U.S. DOT through the Build America Bureau evaluates the application. If it meets their eligibility requirements, applicant is formally invited to apply.
- 3) Agreement – TIFIA Office negotiates agreement with sponsor
- 4) Funding/Repayment – Funds disbursed and repayment

Coes also provided information on other LOCUS services including the LOCUS LinkUP program, which is a program that brings developer/investors together with localities to explore opportunities for real estate development projects that meet the triple bottom line; and Attainable Housing and Social Equity Technical Assistance Program for local stakeholders and residents who are trying to manage achieving their goals and performance around transit centers.

Questions from TOD Council members:

Vitale asked for clarification on the financing slide that showed TIFIA authorization of \$300 million in FY2019, representing 10% of the funding available. Coes stated that the program is funded each year from now to FY2018 at the \$300 million level. However, the way the program works is that they leverage the rest of the dollars from the U.S. Treasury, so TIFIA will put 10% into the actual project, and the rest of the dollars would come from the Treasury. This allows them to leverage \$10 for every TIFIA dollar. The \$300 million authorization gives them the ability to have \$30 billion in loan capacity each year.

Betty Lou Larson asked whether TIFIA has been used in Hawaii. Coes stated he has not seen a TIFIA application in Hawaii recently.

Robert Miyasaki, DOT, stated that TIFIA was used once a long time ago. As he recalls, it may have been used for the Waipio interchange, but it had some complications such as setting up the repayment schedule and the commitment of financing. Coes agreed there are some complications with the program; for smaller projects, the cost can go higher so you have to make a decision to what extent the financing actually works for smaller scale projects.

Hirai asked whether TIFIA can be used for highway projects. Coes stated yes, TIFIA can be used for bridges, transit, highways, as well as local infrastructure.

Coes commented that there have been discussions about expanding the program to allow for affordable housing as part of TOD projects that apply for TIFIA funds.

Representative Nakamura asked what agency would an applicant go through to get TIFIA funding. Rue stated that eligible applicants can apply on their own. They don't have to go through DOT for funding TOD projects. Rue asked whether a government agency, such as the

Aloha Stadium, wanting to build a parking garage, would apply to the TIFIA program at U.S. DOT. Coes said yes, since State and local governments are eligible to apply; private firms (with a sponsor) can also apply. Regardless of who comes in, the project itself has to be on the State or local transportation improvement plans (TIP).

Miyasaki stated that to get on the STIP and TIP, you have to probably go through DOT or at least the MPOs. Hawaii DOT has a constrained STIP, so the project has to be in the proper year with the proper funding. As long as it is ready to go, with compliance with NEPA, Davis Bacon, and other things, it can be inserted onto the STIP and TIP fairly simply.

Rue asked whether you could make an application through the program for something that is still working its way through the update of the STIP. Coes answered yes.

Bill Brizee asked, if rail is still being constructed on Oahu, at what point should we submit for TIFIA funding? Can an application be submitted even though the rail's not completed? Coes stated yes. You can apply for TIFIA before the transit station is constructed. It currently allows for TIFIA applications for existing and planned infrastructure. Coes further stated that if you are in a situation where you are planning transit out, now would be a great time to have a conversation about how much TOD infrastructure is needed, because it allows you to aggregate that together and create a larger project with multiple projects along the rail line into one application versus doing it piecemeal (project by project).

Representative Nakamura asked how many applicants there were last year. How much was distributed and what's the typical amount of the loan? Coes stated he will provide a list of projects that applied and went through the process. There are a lot of requirements and new laws that you need to go through such as NEPA, Davis Bacon, and Buy America, so that although the project went through the application process, they decide not to proceed. Coes said the U.S. DOT has given out close to \$700 million in 2017. In November 2017, Seattle and Tacoma received about \$100 million to do TOD infrastructure, which included pedestrian, sidewalks, utilities, and light rail system.

Larson asked if a project meets all the criteria, will they receive money or is it competitive? Will there be enough money for the level of interest indicated? Coes stated there is enough money in the pot for the level of interest because it is not a grant program, and technically not a competitive program. The U.S. DOT has a limited amount of staff. So once you have an idea, make sure that your project is on their radar, because you're really competing for their time.

Coes' presentation can be found at: <http://planning.hawaii.gov/lud/state-tod/hawaii-interagency-council-for-transit-oriented-development-meeting-materials/>

V. Status of the State TOD Strategic Plan

Asuncion thanked all the agencies for providing their comments on the State TOD Strategic Plan. All comments were addressed in some way in the plan. The TOD Council's Annual Report and TOD Strategic Plan have been transmitted to the Legislature and can be found on the TOD Council's website, <http://planning.hawaii.gov/lud/state-tod/>

Asuncion stated prior to submitting the TOD Strategic Plan to the Legislature, the Co-chairs had a briefing with House Leadership. He reported it was a good briefing to update them on TOD.

However, they did raise some issues that we need to take a look at going forward, including things coming up this session.

Bennett Mark, County of Hawaii, asked whether there would be an opportunity for Neighbor Island counties to participate in any legislative briefings? Or could the Neighbor Island counties request a legislative briefing on their own?

Asuncion stated the briefing with House Majority on the TOD Strategic Plan was not a public briefing and attendance was by invitation of the Speaker. Should the Legislature call for a regular briefing during the session, the public is invited to attend. If the Neighbor Island counties want to ask for a briefing on their own, they can do so.

Rue stated that each year the City has offered legislators the opportunity to brief them on the City's TOD efforts and usually it is not taken up. He advised the Neighbor Island counties to give it a try.

Asuncion also stated another opportunity would be when the county mayors are providing their CIP requests to the Senate Committee on Ways and Means (WAM) and House Committee on Finance (FIN).

Representative Nakamura stated it would be helpful to have a briefing this session and suggested a joint briefing with FIN/Transportation Committees.

Rue stated the TOD Strategic Plan provides information on TOD priorities and opportunities that may answer a lot of legislators' questions.

Mark stated there may be a tendency of some legislators to think TOD is for Oahu only. He feels the Neighbor Islands need an opportunity to say that TOD/TRD types of opportunities do exist and are substantial on all the Neighbor Island counties.

Asuncion stated that with respect to funding, seek your representatives or senators that sit on the FIN or WAM Committees. That would be the conduit most useful for the counties. If not, it would be the subject matter committees such as Transportation. Currently, the Chair of the House Committee on Transportation is Representative Aquino, who is also a member of the TOD Council. Representative Nakamura, the alternate, also sits on the Committees on Transportation and FIN. For the Senate, the TOD Council member is Senator Dela Cruz. However, OP received an email from his office suggesting that Senator Lorraine Inouye replace him as a member on this Council. Senator Inouye, who is from the Big Island, is the Chair of the Senate Committee on Transportation and Energy and a member of WAM.

Asuncion reiterated that the TOD Council created a Neighbor Island Sub-committee, so they are able to set-up briefings for themselves. The TOD Strategic Plan is a public document.

Rodney Funakoshi also thanked all State agencies and the county staff who helped put the information together for the TOD Strategic Plan. OP will be making some revisions to the strategic plan to improve readability, including graphics and refining the project status in the near-term projects tables. Some of the project fact sheet information was missing or not transferred to timelines due to the rush in finalizing the plan. OP is hoping to complete the revisions at the end of January 2018 and have copies available to the members.

VI. Prioritizing FY2019 CIP Project Requests in TOD Areas

Co-chair Asuncion reported that one of the tasks of the TOD Council is to review all CIP requests to the Legislature for TOD-related projects.

a. OP Report and Recommendations on CIP Projects Submitted

Funakoshi reported that Act 130, SLH 2016, requires the TOD Council to: “Review all capital improvement project requests to the legislature for transit-oriented development projects...”

The TOD Council approved the following criteria last year for prioritizing CIP projects (included in the TOD Strategic Plan as Appendix B):

- 1) Location in a priority area: Iwilei-Kapalama, Halawa-Stadium, and East Kapolei
- 2) Site considerations: e.g., station proximity, development potential, access, site constraints including infrastructure capacity
- 3) Agency/project readiness: site availability and project status
- 4) Other financial considerations: partnerships, funding needs, market readiness
- 5) Public benefit: mixed use, affordable/rental housing, connectivity, sustainability
- 6) Catalytic impact: potential to seed other projects

Funakoshi reported there were five (5) TOD projects in the Executive Supplemental Budget for FY2019 submitted to the Legislature for CIP funding:

- 1) HPHA - Mayor Wright Homes Redevelopment, Iwilei, \$4,500,000 (HMS-220, Project HI8002): On-site infrastructure improvements for future redevelopment of the 15-acre site, which is planned for 2,500 residential mixed-income units, 66% of which are affordable units (1,675 units). The Mayor Wright Homes redevelopment is a catalytic project in the priority Iwilei-Kapalama TOD area. The current site plan is for four towers, and HPHA hopes to begin the first phase near Liliha and King Streets.
- 2) DOE – Pohukaina Elementary School, Kakaako, \$60,000,000 (EDN-100, Project P18137): Design and construction of a much-needed new elementary school in the rapidly developing Kakaako area adjacent to Mother Waldron Park. This would be DOE’s first vertical school—four to five stories with an enrollment capacity of 600 to 750 students—being developed as part of a mixed-use, high-density development that includes an HHFDC 200-unit affordable rental project.
- 3) PSD – Planning and Assessment for Public-Private Partnership (P3) Opportunities, Statewide, \$1,000,000 (PSD-900, Project 2019-4): Consulting services to explore the potential for P3s to design, build, or finance prison or jail projects to help expand and modernize the crowded State correctional system. This would include replacing the Oahu Community Correctional Center in Kalihi. This project would facilitate the initiation of P3 for PSD facilities, as well as for other State agency capital projects.
- 4) HHFDC – Alder Street Mixed-Use Residential Project, Honolulu, \$25,000,000 (BED-160, Project HFDC09): Set aside from the Rental Housing Revolving Fund to accelerate the construction of the Alder Street Mixed-Use Residential Project, which includes affordable rental housing. The project is co-located with the Judiciary’s juvenile services center on a 1.45-acre site near the Ala Moana rail transit station. The project includes 180 affordable

rental units targeted for households earning 60% and below Area Median Income (AMI) in a 19-story building.

Hirai stated the Request for Proposals (RFP) is out to bid.

Discussion on Alder Street and Mayor Wright

Russell Tsuji, DLNR, asked whether the rental payments for Alder Street will be structured similar to 60% AMI, because Mayor Wright is going to be like that. Hirai stated the redevelopment of Mayor Wright is going to be somewhat similar, however, it involves federal funding. Asuncion stated Mayor Wright is one-for-one replacement of federal public housing units.

Ryan Okahara, HUD, stated you don't have to replace any federal public housing but that there is a Faircloth Amendment that limits you to how much you can build. For example, if HPHA is going to tear down 363 units at Mayor Wright, the federal government will only replace up to 363 units. HPHA can request HUD to fund less units, but not more than 363.

Larson stated this brings up the issue again on equitable development and how we track it. For Mayor Wright, which is 60% affordable, we don't know what that affordability level is. For Alder Street, we know it is at 60% AMI and 5% at 30% AMI, because that's the mandate from the Rental Housing Revolving Fund. At Mayor Wright, is it 66% of the units at 60% AMI? We need to know and track that at the different levels (50%, 40%, etc). If we're looking at equitable development, we are not getting much for the people who are most in need if we're all at 60% AMI. The greatest need is for people who are struggling, falling into homelessness, and young families.

Sarah Beamer, HPHA, stated she does not know exactly what the breakdown is, for Mayor Wright redevelopment but it goes up to 120% AMI. She will provide the information to the TOD Council.

Larson stated it's a policy statement. The TOD Council needs to look at what the real public benefit is. How are the people of Hawaii going to benefit if the income level goes up to 120% AMI? This is a 10-year opportunity for the State to address the long term needs of the people without forcing people out of the State because there's no housing.

Hirai stated it's the limitations on what the project itself can support without needing additional rent revenue or public subsidies.

Rue stated it's not just about the money subsidy. For 30%, you basically have to pay for the entire cost of that unit out of public resources. As you go up to 60%, a portion of it is paid out of public resources, and when you get up to 120%, it can mostly pay for itself. So the lower the AMI, the more public resources it takes for the project. Most research shows it's better to live in a community that's mixed income. And you need that higher end of the 120-140% to help pay for not just infrastructure, but operating cost over time.

- 5) HHFDC – Dwelling Unit Revolving Fund Infusion, Statewide, \$25,000,000 (BED-160, Project HFDC05): The Dwelling Unit Revolving Fund (DURF) has been a valuable source of pre-development financing for HHFDC projects on State lands and for interim

construction financing for private developers of affordable housing projects. Act 132, SLH 2016 broadened the uses of DURF to also fund State regional infrastructure in conjunction with housing and mixed-use TOD projects. The requested DURF funds would support the following four projects:

- 1) Liliha Civic Center Mixed Use Residential, Iwilei, Oahu (including State regional infrastructure)

Hirai reported that a large portion is looking at State regional infrastructure, which includes off-site infrastructure for Mayor Wright. HHFDC is finalizing a MOU with DAGS. It has not been determined how many residential units there will be. What HHFDC intends to do is work with the City and other landowners to figure out the regional infrastructure needs, because the future phases of Mayor Wright depend on getting some of that infrastructure in place sooner rather than later.

- 2) Kahului Civic Center affordable rental housing, Maui (including site prep for a new Central Maui Transit Hub)

Funakoshi stated this is a 5-acre site owned by the State, which is underutilized. Maui County is looking to co-locate a transit hub at the site. Hirai stated that HHFDC is finalizing an MOU with DAGS for the site.

Pam Eaton, County of Maui, asked why the project is called “civic center” and whether it could be renamed since it is will not be a civic center. Eaton asked to rename it to something like “Kahului affordable housing and transit hub.”

Representative Nakamura asked whether Liliha is also a civic center.

Tsuji explained that both facilities were executive ordered to DAGS for civic centers. Hirai stated until we actually change the executive orders, that’s what it says. The MOU covers this and it’s going to take a while to get back to BLNR. Tsuji stated it requires BLNR’s approval, and could potentially need legislation if it is disapproved.

Hirai stated the MOU is needed so HHFDC can get involved in the project.

- 3) West Hawaii Village 9 affordable rental housing, North Kona, Hawaii (including County of Hawaii homeless facility off-site infrastructure)

Hirai stated HHFDC is finalizing a MOU with the County of Hawaii on Village 9. The plan is to lease a portion to the county. HHFDC is looking at putting affordable rentals nearby.

- 4) Villages of Leialii affordable rental housing, West Maui (including State regional infrastructure)

There’s an overall master plan for the Villages of Leialii. A bypass road was put in. Hirai stated HHFDC is looking for a site in the lower portion to include Low Income Housing Tax Credits (LIHTC) units. The site needs preparation and HHFDC is trying to expedite that.

Funakoshi reiterated that all five budget requests have been included in the Executive Supplemental Budget for FY2019. OP is recommending that all five requests be approved by the TOD Council. However, in addition to the five projects above, the following three (3) projects were submitted for consideration at the meeting:

1) Pua Loke Affordable Housing, Lihue, \$1,500,000

Kanani Fu, County of Kauai, stated this is an affordable housing project readily accessible to transit. This project also includes a roundabout in the vicinity of Pua Loke Street at a five-way intersection. The project would improve traffic flow and walkability in the area for residents of the proposed affordable housing development, which is located in proximity to Kukui Grove Shopping Center. Fu stated the project is included in the County of Kauai's legislative budget request.

Larson asked what level of income is being targeted. Fu stated it would most likely be at 60% because they will be applying for LIHTC tax credits.

2) UH Hilo / UH Hawaii Community College, Hilo, \$2,000,000

Funakoshi stated this request was included in the Executive Supplemental Budget. The request is to do a planning study to take a look at what to do with UH Hawaii Community College (Hawaii CC), which is very close to the University of Hawaii at Hilo—should it be combined or redeveloped. The TOD Strategic Plan includes projects for UH Hilo and Hawaii CC, but it was unclear from the budget request which project/s the funds were being requested for.

After some discussion, it was decided to defer a recommendation on the project request for now, given the uncertainty as to its relationship to the projects in the TOD Strategic Plan.

3) Central Maui Transit Hub, Kahului, \$2,500,000

Funakoshi stated this is the County of Maui's request for construction of an ADA-accessible facility that would house the Central Maui Bus Transit Hub on Vevau Street, near a shopping mall, commercial services and residential areas. The Maui Bus is required to relocate from its hub at Queen Kaahumanu Center by 2020.

Hirai stated HHFDC can prepare Vevau Street and get the site prepped with DURF funds. He asked what the actual cost of the station would be. According to the TOD Strategic Plan project fact sheet, it is approximately \$2.5 million.

Asuncion clarified that including the project in the TOD Strategic Plan is separate from making a request from the County to the State Legislature for CIP funds for the transit hub. He asked whether the Mayor was going to make a CIP request for the \$2.5 million.

Representative Nakamura suggested including the amount for each of the projects listed under the DURF request. Hirai stated that HHFDC has the amounts, but did not include them. However, he recommended that the County of Maui submit a budget request for the amount needed for the transit hub now.

Hirai said the project fact sheet states that Maui County is seeking \$2.5 million for capital improvements from the State. Is the CIP request for \$2.5 million for the Central Maui

Transit Hub? Hirai clarified that HHFDC's DURF request is only for site preparation; the County of Maui's request is for the station itself.

Ching asked if the Council misses a project, does the Legislature come back and ask for comments? Asuncion stated it depends. Last year was the first year, and we want to be prepared.

Asuncion stated one of the tasks of the TOD Council when it was created was to try to coordinate all the disparate requests going to the Legislature relating to TOD, especially by State agencies. We're trying to coordinate the requests to the Legislature. Currently, we have about 5-6 requests, so we can recommend funding all the requests equally. However, it may come to a point where we may have more projects, and at that time, we need to prioritize them.

Vitale suggested rewording project number 2 under DURF to distinguish the funds for site preparation for the Central Maui Transit Hub project from the County request for construction funds. Hirai asked to add "site preparation" to the DURF project entry. It's the same project, but the site preparation will be funded through DURF and the County would fund the transit hub facility.

b. Action Item: Council acceptance of OP's recommendations on prioritization of FY2019 CIP Projects

After discussion, it was moved by Lyle Tabata, seconded by Deepak Neupane, and unanimously carried to adopt OP's recommendations of TOD CIP projects for FY2019 and support the five projects included in the Executive Supplement Budget and the two county projects, the County of Kauai Pua Loke Affordable Housing, and the County of Maui Central Maui Transit Hub.

Asuncion stated that the Council's acceptance of OP's recommendations on FY2019 CIP projects will be forwarded to the Governor and Legislature to use in their deliberations on CIP requests. Asuncion encouraged Council members to support the CIP requests going forward.

VII. Next Steps

a. Future Agenda Topics

Asuncion outlined future meeting topics as follows:

Tuesday, February 6, 2018

1. Affordable Housing Strategy presentation – Linda Schatz, Charles Wathen
2. Waipahu Transit Center presentation - UH Center for Design

Asuncion reported that he has requested the UH Community Design Center (UHCDC) to do a presentation on their preliminary work around the Waipahu Transit Center station area. OP has a contract with the UHCDC to do some proof of concept design work for TOD. It's a two-year project. Asuncion has been working with the professors/instructors on the course syllabus to incorporate deliverables. This allows students to get planning experience. There are three teams that did preliminary work in the area.

Ching encouraged the TOD Council members to contact the UH School of Architecture to engage in their program. If you have property and want to look at what the opportunities are, contact them. However, you would need to work within their timetable and curriculum needs.

3. TOD Legislation

Tuesday, March 13, 2018 (tentative)

Asuncion stated there is a pending request for the TOD Council to move the meetings to a different day. There is a conflict with a lot of different meetings at the City. The February 6, 2018 meeting date will be kept as scheduled. In the meantime, members will be polled as to what day and time works best other than the first Tuesday of the month.

b. Announcements

- The next meeting is Tuesday, February 6, 2018, at 9:30 am at Hawaii Community Development Authority, Community Room, 1st Floor, 547 Queen Street, Honolulu, Hawaii.
- P3 Workshop Hawaii, hosted by AIAI, January 10, 2018; 2:00-5:00 p.m., at the YWCA.
- Rue reported that HART and the City hired Ernst and Young as a P3 technical advisor to examine P3 opportunities for the Honolulu rail project. The City is preparing for an industry day, February 13-14, 2018, to gauge interest in and what would be needed for a P3 solicitation. The industry day would include a briefing of prospective parties on the project, then one-on-one meetings with key teams to find out what their concerns are. The City has an RFP out for a P3 for the improvements to the Ala Wai Golf Course Driving Range.

VIII. Adjournment

There being no further business, the meeting was adjourned at 11:25 a.m.