

Hawaii Interagency Council for Transit-Oriented Development

Minutes of Meeting

Tuesday, May 2, 2017

9:30 am

Hawaii Community Development Authority

Community Room, 1st Floor

547 Queen Street, Honolulu, Hawaii

Members/ Designees Present:	<p>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 Chris Kinimaka, Department of Accounting and General Services (DAGS) Darrell Ing, Department of Hawaiian Home Lands (DHHL) Heidi Hansen Smith, Department of Health (DOH) Katie Mineo, Department of Human Services (DHS) Russell Tsuji, Department of Land and Natural Resources (DLNR) Cathy Ross, Department of Public Safety (PSD) Robert Miyasaki, Department of Transportation (DOT) Charles Vitale, Stadium Authority Jesse Souki, Hawaii Community Development Authority (HCDA) Harrison Rue, City and County of Honolulu (City) Planning and Permitting Lyle Tabata, County of Kauai Public Works Pam Eaton, County of Maui Planning Bennett Mark, County of Hawaii Planning Betty Lou Larson, Catholic Charities, Housing Advocate Representative Ryan Okahara, U.S. Housing and Urban Development, Honolulu Office (HUD) Tyler Tsubota, Department of the Navy (Ex-officio)</p>
Members/ Designees Excused:	<p>Senator Donovan Dela Cruz, State Senate Representative Henry Aquino, House of Representatives Kenneth Masden, Department of Education (DOE) Carleton Ching, University of Hawaii (UH) Hakim Ouansafi, Hawaii Public Housing Authority (HPHA) Bill Brizee, Architects Hawaii Ltd., Developer Representative Business Community Representative (vacant)</p>
Other Designees/ Alternates Present:	<p>Deepak Neupane, HCDA David DePonte, DAGS Glenn Yee, Catholic Charities</p>
TOD Council Staff:	<p>Rodney Funakoshi, OP Ruby Edwards, OP Nicola Szibbo, OP Jayna Oshiro, HHFDC Dawn Apuna, Deputy Attorney General</p>
Guests:	<p>Debra Mendes, OP</p>

Jane Tam, OP
Carson Schultz, HCDA
Harold Alejandro, PSD
Sarah Beamer, HPHA
Blue Kaanehe, DLNR

I. Call to Order

Leo Asuncion, Co-chair, called the meeting to order at 9:33 a.m.

II. Introduction of Members

Members and guests introduced themselves.

III. Minutes

a. Review and Adoption of Minutes of April 4, 2017 Meeting

It was moved by Deepak Neupane and seconded by Charles Vitale, and unanimously carried to adopt the April 4, 2017 meeting minutes.

b. Amendments to Minutes of March 7, 2017 Meeting

DOT requested that the March 7, 2017 minutes be amended as follows:

Page 8, at the top, under Old Police Station/Department of Health, replace the entire paragraph with the following language:

“The site is located close to the civic center in Lihue, .96 acres, vacated, and is in the State Urban District. There is a building on site with no major historical significance. It was built in the 1950s and renovated in the 1970s.”

It was moved by Robert Miyasaki and seconded by Lyle Tabata, and unanimously carried to amend the March 7, 2017 meeting minutes as amended above.

IV. TOD Legislation

a. Recap of TOD Legislation and CIP Funding

Rodney Funakoshi summarized the 2017 TOD Measures of Interest.

- SB1146, SD2, HD2 - Relating to School Impact Fees

Exempts the following from school impact fee requirements: housing developments reserved for persons or families with incomes up to 80 percent of the area median income located in a county having a population greater than 500,000; State or federal public housing projects; State low-income housing projects; housing projects certified or approved for a general excise tax exemption under section 201H-36, Hawaii Revised Statutes (HRS); and government housing projects and projects processed pursuant to HRS sections 46-15.1 and 201H-38.

The conference committee deferred this measure.

- SB1148, SD2, HD2, CD2 - Relating to Community Development

Requires the Hawaii Community Development Authority to develop a transit-oriented development (TOD) zone improvement program to foster community development by strategically investing in public facilities. Appropriates \$60,000 for the hiring of one

full-time temporary position in HCDA to maintain the staff necessary to develop and manage the TOD zone improvement program.

The conference committee recommended that the measure be passed with amendments.

Funakoshi explained the bill was originally for a study, which was amended to establish the TOD zone improvement program. An Authority comprised of the following would be authorized to vote on matters affecting TOD zones, including the creation of TOD zones: 1) director of finance; 2) director of DOT; 3) the cultural specialist; and 4) three at-large members; provided that the director of planning and permitting of the relevant county shall participate in an ex-officio capacity.

Deepak Neupane, HCDA, stated the bill uses the improvement district infrastructure improvement language in HCDA's statute, but does not include planning and zoning authority. It allows HCDA to create an improvement district and implement infrastructure improvements.

Harrison Rue, City and County of Honolulu, expressed their concern that since the bill did not specifically state that it wasn't a planning and zoning bill, the language could be interpreted that way.

Neupane stated HCDA would need to adopt rules to implement an improvement district project. Neupane further stated that he doesn't think the intent of HCDA is to duplicate the work that the City is already doing.

Co-chair Craig Hirai stated that improvement districts will probably differ from area to area and station to station. For example, the Iwilei-Kapalama area is different from the Halawa area. Hirai also reiterated that Act 130, SLH 2016, requires Office of Planning approval of all conceptual plans on State lands.

Jesse Souki, HCDA, stated Senator Harimoto was trying to see how the State could move TOD forward, especially with construction of affordable housing units. HCDA's development authority is currently limited to their established Community Development Districts. HCDA recognizes that the City has been working on TOD since 2005 with the neighborhood plans. Souki stated there is a deeper level of analysis that probably needs to be done in coordination with infrastructure.

Souki reiterated that HCDA does have the power to create improvement districts and public infrastructure under HRS Chapter 206E, but only within established community development districts. The bill allows HCDA to create improvement districts anywhere along the rail route outside of a development district.

Souki explained the tool allows the creation of State improvement districts. There are about 11 improvement districts in the Kakaako area totaling \$250 million of infrastructure. HCDA needs to follow existing plans. The tool is a mechanism for coordinating infrastructure. HCDA has the ability to float bonds and request CIP money from the Legislature. The statute provides that for these improvement districts, HCDA can coordinate with the City and work on funding with the City as well. Souki

also stated that HCDA can get fees from landowners who benefit from and are assessed improvement district fees.

Rue asked whether the rules include the specifics on how you would charge different kinds of parcels? Souki stated that HCDA's authority to create improvement districts is broad. By adding the TOD zone as a type of district HCDA can have along the route is also broad. To understand how HCDA has done it in the past, you would have to review the rules that have been adopted for each of the 11 districts. The last one was done in 2004. Souki explained there is an analysis on how HCDA would exact those fees, what the pro rata share is, how much the legislature should put in. If the bill passes, the Council would need to first decide where it makes sense to have a zone and whether landowners agree to it before going through rulemaking.

Charles Vitale, Stadium Authority, asked whether HCDA is involved in the study infrastructure needs or whether it would need end users to tell them what they need before HCDA gets started. Souki stated that HCDA would first ask for the master plan for the area and then it would probably procure a study to look at the infrastructure needs. Souki is aware that the City has done some studies at certain station areas.

- HB627, HD2, SD2, CD1 - Relating to Public-Private Partnerships
Authorizes establishment of a State Public-Private Partnership Coordinator position within the Department of Business, Economic Development, and Tourism to manage public-private partnerships entered into by the State and associated contracts, proposals, and negotiations, except public-private partnerships entered into by Hawaii Public Housing Authority. Establishes an Office of Public-Private Partnership within the Department of Business, Economic Development, and Tourism.

The bill appropriates \$150,000 for one coordinator position and for operating needs. The conference committee recommended that the measure be passed with amendments.

The 2017 TOD Measures of Interest can be found at:

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

CIP Funding

Funakoshi summarized the status of the TOD Council-recommended CIP Budget Requests for Executive Budget FY2018. The Legislature approved three out of the five projects for CIP in HB 100, HD1, SD1, CD1 as follows.

- 1) Aloha Stadium - \$10 million for master plan and EIS.
- 2) Alder Street project was not approved.
- 3) DOE, Pohukaina Elementary School - \$10 million for design and construction.
- 4) DHHL Kauluokahai TOD was not approved.
- 5) OP TOD master planning studies - \$1 million for Oahu only.

Co-chair Asuncion stated the \$1 million requires OP to deliver a TOD master plan for state-owned parcels near proposed rail stations on the island of Oahu.

Co-chair Hirai stated that SCR 145, SD1, requests that HHFDC, DAGS, and County of Maui work together to explore the feasibility of transferring a parcel of land to HHFDC for

development of a mixed-use rental housing project that includes consideration of the DAGS Civic Center needs in Kahului and Wailuku, Hawaii. Hirai stated that SCR 145 refers to the Kahului Civic Center next to the Kaahumanu Shopping Center, which contains the transit hub for Maui. This may also be tied into the old Post Office site.

V. Update of TOD Projects

State agencies and the City were requested to provide a status update on their TOD projects since their reports at the Council's November 1, 2016 meeting.

a. City and County of Honolulu

Harrison Rue, Department of Planning and Permitting (DPP), reported on the following projects:

- Iwilei-Kapalama Infrastructure Plan is almost drafted and will include initial numbers in the next couple months. The City is looking at a financing district for that.
- Kapalama Canal project is entering the EIS phase. It incorporates the Hawaiian culture and the cultures of those who settled in the community over that last 100 years. It will be a place for people to gather.
- The City will have consultants in Honolulu on July 12-14, 2017, to do green infrastructure, which is part of EPA's Greening America's communities. An invite will be sent out for their focus group sessions with landowners. This will be tied to the infrastructure master plan and multi-modal study. It will be looking at five sites: the first project the City is looking at is climate adaptation and resilience in the area.
- Affordable housing – The City is going to introduce the new islandwide affordable housing requirements as well as the package of incentives that developers can use to help offset some of the cost of compliance. The City is also in process of putting up to nine properties out in the next couple years. Some of the properties are near TOD areas such as Kapolei. All focus on affordable housing. The City approved six ADU production designs so developers can file their site plans since the zoning has been approved.
- TOD Plans
 - Airport Area TOD Plan – The City held a workshop last week. The Airport Area TOD Plan is more industrial and a workplace-focused plan. The plan is available on-line: <http://www.honolulu.gov/tod/neighborhood-tod-plans/dpp-tod-airport.html>.
 - Kalihi TOD Plan – This plan was adopted by the City Council.
 - Downtown and Ala Moana TOD plans – The plans are still pending. The City has a fourth interim plan development transit project submitted for Ala Moana and two others are under review. The fourth one submitted is for a site on Kapiolani.
- Bikeshare

Bikeshare will be launched on June 28, 2017. The City will have Bikeshare stations at most of its properties and office buildings. Rue stated that the City is putting in \$1 million; he urged the State to get Bikeshare stations at their facilities. It may cost more

to get them later in the next phase. Government employees will not get discounts for Bikeshare. However, there are various types of passes on Bikeshare's website, which includes monthly passes. Heidi Hansen Smith, DOH, suggested talking to EUTF to inquire about wellness benefits similar to the bus pass.

The TOD Council also discussed the following issues on Bikeshare:

- Memorandum of Agreement (MOA)

Chris Kinimaka, DAGS, reported that DAGS started discussions with DOH and is reviewing a sample MOA that HCDA put together. DAGS wanted to come up with a master template that multiple agencies can utilize rather than having every agency do different agreements.

Russell Tsuji, DLNR, stated Bikeshare's agreement is not acceptable. The State cannot indemnify Bikeshare. Neupane stated that the concept HCDA is using is the right of entry, which is the simplest one. Souki explained that every agency has a different kind of ownership arrangement under the statute. HCDA has the flexibility with a one year right of entry, so if it works out they might propose something longer to the Board.

HCDA will look into how these agreements are done for other parts of the country for example, what do you think about when writing an agreement for access to a bikeshare, what are the challenges, what kind of interface with the public, what kind of indemnification, etc.

Rue will find out if the City has a standard. He mentioned there are three different types of ancillary facilities: 1) in the streets; 2) on the sidewalks and 3) on City lands such as at the Blaisdell or the Honolulu Zoo.

- Bike Racks

Rue stated the City wanted racks at all its facilities. They developed individual siting plans for every location, including color diagrams showing placement and picture of what it's going to look like. In some cases, it's a solid concrete path, and in very few cases, they need to pour a pad. It's a heavy rack, so that someone cannot pick it up and walk away with it. In some cases, the racks will be placed on wide sidewalks. However, the City will ensure that it goes through ADA review.

Rue reported that the racks will also be on the streets, which will take the place of a parking stall. For example, where the City is planning on putting in a protected bike lane on South Street where the parking lane was.

Hansen Smith stated DOH is requesting a station.

- Revocable Right of Entry to non-profits

Kinimaka reported that one of the issues that DAGS is having is the revocable right of entry to non-profits. Although Bikeshare is a non-profit, their vendors are for-profit.

Rue stated it should not be an issue. The City has set it up as an independent non-profit statewide so it could be expanded to the other counties under the Governor's and Mayor's direction.

Lyle Tabata, County of Kauai, stated Kauai is doing something similar. For the non-profits, it's free, and for-profits are charged a nominal handling fee.

- Procurement

Kinimaka stated the issue is procurement and what is the real relationship with this entity. Rue stated that the City had conversations with DOH for the use of State funds. The City went through a solicitation to use the million dollars and his understanding is that the State tagged onto that. The money is going through the City since the City did the solicitation. Hansen Smith stated DOH ended up contracting with the City.

Souki stated HCDA is looking at it as a lease of property and not as procuring a service we are allowing them use on our property. Kinimaka stated that the irrevocable right of entry for non-profits is not a big deal, but from an audit perspective the procurement element for the for-profit is the issue DAGS is trying to address.

Rue will ask the City staff to come up with a write-up on how the City selected Bikeshare.

Tsuji asked who the government supposed is to be signing the agreement with? Rue stated Bikeshare Hawaii. He explained that Bikeshare Hawaii is the non-profit and is in charge. Bikeshare did a competitive procurement for a contractor to provide the bikes and operate them under the direction of Bikeshare Hawaii. Rue likened it to city parks where the City only allows non-profits. However, at festivals, non-profits are operating and making money. If Bikeshare Hawaii makes money, then that money goes to expand the system statewide.

Harold Alejandro of PSD asked whether the City received an official ruling from the State Procurement Office (SPO). Rue assured Alejandro that the City followed purchasing guidelines or it would not be approved.

Hansen Smith stated that DOH worked with the SPO with the funds that DOH used for Bikeshare Hawaii.

- Preservation

Kinimaka stated that DAGS approached the State Historic Preservation Division (SHPD) to see whether the State Capitol and possibly the Kalanimoku Building sites are an issue for removable racks. SHPD informed DAGS that it is not an issue as long as it is a temporary removable installation.

- Other

Rue stated that the City sponsored the original study with Bikeshare; the City's rationale is that it extends rail access and will serve other neighborhoods. The first

system will cover Waikiki to Chinatown, consisting of five rail stations. The City is also building bike paths leading to the stations for neighborhoods.

Hansen Smith stated that hopefully one day there is a card or pass that could work on rail, bus, and bikeshare.

b. State agencies

State agencies provided a brief update on their TOD projects.

HHFDC

Hirai reported the following HHFDC projects overlap with HCDA in the Kakaako area:

- 1) Ola Ka Ilima Artspace, a Low Income Housing Tax Credit (LIHTC) project;
- 2) Hale Kewalo, LIHTC project; and
- 3) 690 Pohukaina, a mixed-use project that will have both a LIHTC and market rent tower. HHFDC is also working with DOE to incorporate a vertical elementary school on site.

Hirai also reported that HHFDC has been talking with DOE and DAGS on the Waipahu Transit Center and is also working with HPHA on Mayor Wright. HHFDC has had preliminary discussions with DAGS on the Liliha Civic Center, and will start discussion with Maui on the Kahului Civic Center (old swap meet site).

Waipahu Transit Station

Katie Mineo, DHS, asked what has been done in working with DOE and DAGS in the Waipahu transit station. DHS has offices in the DAGS building. Hirai stated that their thoughts were possibly putting a 21st century school there. The relocation of the DAGS offices and the whole area needs to be planned out.

Hirai further stated that the issue at the Waipahu Transit Station, in terms of the City's TOD plans, is Hikimoe Street: Is this street to continue across to the park? At the last City community meeting, there was discussion that maybe it should be a bikeway. Putting in storm drains and the timing of sewer all affects what we do in terms of trying to develop that property. We need to know whether it's a bikeway or a street. If it's a street, land needs to be condemned. If it's a bikeway, it may be able to fit on the existing site. We also need to know when the sewers are going to come on line. Hirai stated it's all in the planning stages. The City's working on it. That area has flood and drainage issues. These impact development timing, and all need to be fit together.

Rue said that the City can't provide an accurate answer on sewer unless an estimate of the number of units and timeframe for development are provided to the City. Rue stated that the City is doing the final design of Hikimoe Street with no intent to take it further right now. The City would look at whether there's a need for a street or bike path as part of the development planning.

Hirai stated the issue is how this gets coordinated so we can get a common timeline. Rue stated that the City did a TOD plan but didn't do detailed site designs for development on the State properties as with Iwilei. Rue suggested that maybe as part of next year's budget, the TOD Council would need a consultant to do conceptual planning on the State properties to do this kind of layout.

DAGS

Kinimaka reported that the Legislature approved appropriations for DAGS for proof of concept for various projects. DAGS' biggest projects related to TOD are the Stadium and Public Safety's Oahu Community Correctional Center (OCCC).

Kinimaka stated that DAGS has looked at both the Waipahu and Liliha areas where there is potential for mixed use; however, DAGS has not started working with others on this yet. The appropriation for proof of concept allows DAGS to hire the UH School of Architecture to look at getting all the State agencies together and come up with different master plans and concepts. For DAGS, it is affordable and is not a commitment to an actual project. It's a mechanism for DAGS to move forward. DAGS is also thinking of using those funds for Wailuku and Kahului as well, because those are mixed use areas.

HPHA

Sarah Beamer of HPHA reported that an EIS is being planned for Mayor Wright and the master development agreement has not been signed yet.

DLNR

Tsui reported that DLNR is continuing to work on their master plan for their Kapolei parcels. DLNR recently met with HHFDC staff on the 690 Pohukaina project.

Stadium

Vitale reported that the deed restriction has officially been lifted. In anticipation of that, the Stadium generated a conceptual plan for a new stadium and ancillary development. Vitale also reported that the Stadium is preparing to do an EIS and master plan for the new stadium with the funding the Legislature approved.

PSD

Cathy Ross reported that the OCCC redevelopment is moving forward as planned. PSD is continuing with the EIS to do a site selection for the new OCCC. The OCCC site is part of four sites that will go through the EIS process. PSD would like to maintain a presence near public transit near the urban core, because their clients need access to public transit and services.

The following issues were raised with respect to OCCC:

- PSD Housing needs
There is not enough "clean and sober" bed space and transitional housing particularly for male offenders. Currently, the average cost to house an inmate is \$140 a day.

PSD is trying to figure out how to get people in the communities to run transitional housing for their clientele, and to provide affordable housing for offenders in a safe manner. It's a matter of finding those communities and operators who are willing to do it. Until then, PSD will continue to have a wait list.

Rue suggested tagging onto TOD and do initial planning in industrial areas or places on State lands that are Greenfield; and do small transitional facilities as part of planning for each of the new neighborhoods.

Betty Lou Larson, Catholic Charities, suggested tapping faith-based groups to assist in being a sponsor not financially but morally.

Ross stated that for the average offender being released into the communities, in terms of housing, it's better not to concentrate them in one area.

Vitale asked whether PSD thought of using money as an incentive for a developer to provide a certain number of affordable housing. Alejandro stated that PSD is looking at public private partnerships in collaboration with DAGS, and whether such a program can be implemented.

- Work furlough housing

The Laumaka work furlough facility is located across Dillingham Boulevard. Ross stated that PSD can do repairs and maintenance to expand the capacity, but there is still not enough room to house the backlog of offenders.

- Transitional housing

Ross stated that the cost of transitional housing varies and is based on what the providers propose. In order for the offenders to be eligible for parole, the majority of the offenders will go through the furlough transitional program. Technically, the offenders are still incarcerated; they are allowed to have day passes to interview for jobs or go to actual jobs. In terms of housing, it's getting housing lined up so that someone on work furlough with the necessary savings can put a deposit down on housing. Housing needs to be set-up from the start so the offenders can be considered for parole.

- Services

Ross stated that sometimes services are lumped together, especially for people with substance abuse problems. PSD is exploring whether to procure housing completely independent of services, so they can find housing providers.

Hirai asked whether there are probation services attached. Ross stated for those who are paroled, there are supervisory services that come through the Hawaii Paroling Authority.

Ross stated that there is a partnership between PSD and DHS to ensure that offenders are linked up with medical services or coverage prior to being released. PSD case managers also work with the community providers for transition services such as getting proper identification and treatment services.

Ryan Okahara, HUD, stated that HUD has programs for housing, homelessness, and supportive services and can direct PSD in the right direction. However, for sex offenders, HUD is unable to put them in public housing. For veterans, HUD has programs for housing homeless veterans except for sex offenders.

- Standards

Larson stated that the problem is most projects require criminal history checks and there's no standard: someone with a misdemeanor could be denied for a senior project.

The law needs to have some kind of fairness standard, because right now it's very difficult to get into an affordable project with any kind of criminal history.

Co-chair Asuncion stated that PSD issues intersect with those of other agencies on the TOD Council. The Council should use its collective thinking to assist PSD with whatever is possible. This was the intent of the TOD Council, and this applies to other matters impacting multiple agencies.

Ross stated that PSD would appreciate any assistance from the members since some members have more knowledge of affordable housing, tax credits, etc.

Kinimaka stated that the TOD Council oversees State properties along the entire rail corridor. The Council has come up with criteria on what we want to look for in TOD development. Kinimaka suggested the idea about looking at the needs of all the agencies and integrate them into the plan for all stations. Beyond networking, Kinimaka suggested the Council start integrating that into the checklist for the master plan for each site and to look at these elements and see how each agency is incorporating them into their developments.

Ross stated that PSD will provide the Council with population projections that are five years out.

DHHL

Darryl Ing, DHHL, reiterated that DHHL's CIP request for planning and design for transit-oriented development within DHHL's Kauluokahai Community was not approved by the Legislature. DHHL will use its own funds to do Kauluokahai TOD study and will put out an RFP for this.

Ing reported that DHHL's Shafter Flats and City Square sites are on hold. There are conceptual master plans for redevelopment for both sites. The next step is to do geotechnical studies for both sites.

HCDA

Neupane reported that some of HCDA's projects were already reported by HHFDC, such as Hale Kewalo, Ola Ka Ilima Artspace, and 690 Pohukaina (mostly HHFDC). HCDA is working on 630 Cooke Street, which is a micro unit project with 107 units. HCDA is involved with TOD-type developments with private developers, example, Keauhou Place and Keauhou Lane.

Neupane stated most of the infrastructure in the Kakaako area is funded mostly through CIP. The terms of assessment with private landowners has typically been 30% of the construction costs. Souki stated that under their statute, HCDA is required to do a pro rata calculation with the private landowners.

DOH

Hansen Smith reported since DOH does not have land, they are looking at ways for agencies to look at the health impacts of developments, such as walkability and bikability for connections, and access to healthy foods.

DHS

Mineo reported DHS does not have any TOD projects, but is willing to work with everyone to figure out how to incorporate equitable development practices making TOD equitable for everyone in their TOD projects. DHS wants to see communities that strengthen families by providing services and opportunities for children and adults in the communities.

Larson asked what is DHS' percentage population for AMIs. Is it mostly under 30%? It would make a big difference when you talk about rentals and how it's going to impact DHS' population. Mineo stated she can find out.

Rue stated that the City is starting to develop performance measures that can be used in the TOD plans to measure progress of the plans for the primary urban center development plan. It can be used in reviewing agreements and actual projects' checklists.

DOT

Robert Miyasaki reported that DOT is reviewing the City's TOD plans for the Airport area and Lagoon Drive. Miyasaki stated there are some inherent problems with use of airport lands due to the FAA requirement that any funds generated on airport properties goes back into the airport. Also, since the airport gets their fees from the airlines, the airlines do not want funds being used for anything other than airline needs.

Miyasaki also reported that the Harbors Division is developing a master plan for Honolulu Harbor. The study is just getting underway. Harbors is looking into potential TOD use at the Aloha Tower. The other areas are used for commercial harbor purposes, and Honolulu Harbor, the State's biggest commercial harbor, is in an urbanized area, so it is a tremendous constraint for them and will need to be preserved. Harbor operations need to go vertically and they are very sensitive about giving up land for other purposes.

Miyasaki reported that Highways Division has only remnants of lands.

VI. TOD Strategic Plan Update

a. Big Island TRD Workshop

Funakoshi reported that the Big Island Workshop is scheduled for June 29, 2017. The TOD Council's Strategic Plan Work Group members will be notified on travel arrangements to attend the workshop.

b. Maui Workshop tentatively scheduled for July 2017

Funakoshi stated that the Maui workshop is tentatively scheduled for July 2017. He will be working with the County of Maui to plan their workshop.

VII. Hawaii P3 Workshop – June 6, 2017 at East-West Center

Funakoshi stated the Hawaii P3 Workshop will be held on June 6, 2017 at the East-West Center. Announcements were sent to all TOD Council members. The members and their staff are encouraged to attend. OP has engaged the Association for the Improvement of American Infrastructure (AIAI) to partner with them, so they will be bringing in experts on P3. Government agencies were given the first opportunity to sign up. After May 10th, it will be opened-up to the public. There are a limited number of seats at the East-West Center.

Funakoshi also stated a Pre-Workshop Q&A session will be held on June 5, 2017 with the experts to answer questions. Information will be sent out.

Funakoshi announced that stated AIAI will be sending an email to the members requesting submittal of P3 questions in advance of the P3 Q&A session on June 5th and the P3 workshop on June 6th.

VI. Next Steps

a. Future Agenda Topics

Future topics are outlined below.

Tuesday, June 6, 2017 – Hawaii P3 Workshop

1. UH East-West Center, 8:30 am – 4:30 pm
2. No TOD Council meeting

Wednesday, July 5, 2017

1. P3 Workshop Review
2. Major State TOD Initiatives
3. Strategic Plan Update

b. Announcements

- 1) The next meeting is scheduled for Wednesday, July 5, 2017 at 9:30 am, location to be determined.
- 2) Vitale reminded everyone that May 12th is the last free AIAI P3Direct based study webinar – Lessons Learned at 8:00 am.
- 3) Souki announced that HCDA will be having a Kakaako Community Garden Community Meeting on Wednesday, May 24, 2017 from 5:30 to 7:30 pm at 547 Queen Street, Community Room, 1st Floor. The purpose is to discuss the possibility of a community garden at Kakaako Waterfront Park.

X. Adjournment

There being no further business, the meeting was adjourned at 11:26 a.m.