

Hawaii Interagency Council for Transit-Oriented Development

Minutes of Meeting

Tuesday, September 5, 2017

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
Chris Kinimaka, Department of Accounting and General Services (DAGS)
Kenneth Masden, Department of Education (DOE)
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)
Jesse Souki, Hawaii Community Development Authority (HCDA)
Hakim Ouansafi, Hawaii Public Housing Authority (HPHA)
Charles Vitale, Stadium Authority
Carleton Ching, University of Hawaii (UH)
Harrison Rue, City and County of Honolulu (City) Planning and Permitting
Kanani Fu, County of Kauai Housing
Pam Eaton, County of Maui Planning
Bennett Mark, County of Hawaii Planning
Ryan Okahara, U.S. Housing and Urban Development, Honolulu Office (HUD)
Bill Brizee, Architects Hawaii Ltd., Developer Representative
Glenn Yee, Catholic Charities, Housing Advocate Representative
Tyler Tsubota, Department of the Navy (Ex-officio)

Members/ Designees Excused: Senator Donovan Dela Cruz, State Senate
Representative Henry Aquino, House of Representatives
Business Community Representative (vacant)

Other Designees/ Alternates Present: David DePonte, DAGS
Ian Hirokawa, DLNR
David Rodriguez, DOT
Scott Chan, Stadium Authority
Deepak Neupane, HCDA

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

Guests: Debra Mendes, OP

Harold Alejandro, PSD
Ben Park, HPHA
Carson Schultz, HCDA
Nancy Pisicchio, County of Hawaii

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 introduced themselves.

III. Review and Adoption of Minutes of May 2, 2017 Meeting

It was moved by Chris Kinimaka and seconded by Hakim Ouansafi, and unanimously carried to adopt the July 5, 2017 meeting minutes.

IV. TOD Strategic Plan Update

a. Report on Maui County Transit Ready Development (TRD) Workshop

Rodney Funakoshi reported that the Strategic Plan Work Group attended the Maui County Transit Ready Development (TRD) workshop on July 18, 2017, and thanked all the participants. The workshop was attended by various representatives from Maui County agencies and State agency representatives on Maui.

Funakoshi provided a summary of the Maui TRD workshop.

Maui Bus

Maui's bus ridership has grown to about 2.3 million riders in FY2016. The Maui Bus Program has fixed route service, ADA paratransit service, and commuter service. Maui contracts out their services for fixed and commuter routes to Roberts Hawaii. For the commuter routes, passengers are picked up from the Wailuku area and taken to the resort areas in Lahaina, Kaanapali, Kapalua, and Wailea.

Maui's bus fixed route has one hour headways between buses. Maui has a free app (TransLōc Rider) that uses GPS to provide users with the status of the time the buses are expected to arrive at the bus stops.

Last year, Maui completed an update to their Short Range Transit Plan that will help guide Maui DOT over the next five years. Among the items included in the plan are improving service and capital facilities and a financial plan.

Maui Metropolitan Planning Organization (MPO)

Due to Maui's population growth exceeding 50,000 people in the Wailuku and Kahului areas, Maui has established a Metropolitan Planning Organization (MPO). The MPO provides Maui more access to federal funds for transportation planning.

Maui's MPO is looking at ways to manage demand and improve public health to tie into their planning and transit by: increasing both ridership and the connection to education, streets, and their development around transit; reducing the number of trips by automobile; and increasing multi-modal transportation options.

The MPO has a goal of reducing automobile trips by 50% by 2040. Statewide, there's probably less than ten percent of trips made by non-auto means. Maui may still need new roads.

The estimated cost of improvements to Maui's highways and roads is \$3.7 billion to 2035 and the estimated future funding is \$1.6 billion.

The MPO will prioritize its projects by reviewing their plans—the Maui General Plan and Maui Bus Short Range Transit Plan—and involving public involvement through their policy and technical advisory committee in the review of projects.

Maui Planning

Maui's plans all tie in to each other starting with the Countywide Policy Plan, which is the overall policy framework, followed by the Maui Island Plan, which consists of regional planning and directed growth policies. The Maui Island Plan was adopted in 2012. Lastly, the Community Plans include detailed community development plans at a regional level. Molokai, Lanai, and Kahoolawe, all have community plans.

The Maui Island Plan includes directed growth areas where growth is to occur, and establishes urban and rural growth boundaries. The County's immediate focus is on growth areas within their urban growth boundaries.

Goals for Maui's Community Plan Updates

There are five goals for Maui's Community Plan updates:

1. A transparent and inclusive process to reach a broader cross section of Maui residents and increase community trust and involvement.
2. The Community Plans will complement, not duplicate, the regional work of the Maui Island Plan.
3. The Community Plans will facilitate livable communities with a balance of jobs, housing, and natural places.
4. The Community Plans' actions will be realistic and implementable.
5. The adoption process will be efficient and timely.

Pam Eaton, County of Maui, stated that all the community plan update work is done in-house, so it takes longer to complete.

West Maui

The West Maui area is hampered by growth and a constrained transportation system. In lieu of expanding the roadway capacity, the County is trying to see what can be done to improve circulation in town and encourage localized movements by pedestrians and bicyclists. The County has done walk audits in Lahaina and found it very useful to include other agencies, such as public works and transit in their audits.

The workgroup went on a field trip to visit the following three areas:

1. The Villages of Leialii
The Villages of Leialii is HHFDC's master plan community in Lahaina. The Lahaina bypass road runs through the community. As Leialii becomes developed, public transit will be provided.

2. Kane Street

Kane Street in Kahului is near the Queen Kaahumanu Mall. On Kane Street is a 5.6 acre parcel that is owned by the State and occupied by DAGS and DOE and is underutilized. A resolution was passed in the 2017 legislative session to have HHFDC, DAGS, and the County work together to explore mixed use affordable housing for this site.

Co-chair Hirai stated that there has been some discussion about moving the current transit center located near Macys in the Queen Kaahumanu Mall to Vevau Street, which is adjacent to the site.

3. Wailuku Town

The Judiciary Courthouse is located in Wailuku town. The Judiciary is seeking to increase courtroom space and considering options for additional facility development. DAGS is assisting the Judiciary. The County's priority is to keep the Judiciary in Wailuku town where the County Building and State Office Building are also located. The County is looking at whether adjacent parcels can be acquired, such as the Hawaiian Telcom site next to it, to allow for expansion at its current location. The State office building may also need additional space.

Hirai asked whether there are the constraints for Kane Street, such as water, sewer, or flood, or inundation zone. Eaton stated that Kane Street is in a tsunami inundation zone and that she'll check on water and sewer.

For the DOE portion of the Kane Street site, Kenneth Masden, DOE, stated that he is in the process of tracking down information of DOE facility usage at the site.

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

b. Report on State Executive Strategy Session

Funakoshi reported that the State agencies met with the Governor to create a unified State strategy for TOD investments to capitalize on State lands near transit.

Funakoshi summarized the following key principles for State Investment in TOD which were discussed by the State agencies:

1. Locate or redevelop **facilities first in existing town and growth centers**, aligned with county plans, at transportation nodes served by public transportation.
2. Maximize the **co-location** of State facilities and services in higher density, compact, mixed use developments and walkable communities.
3. Invest in **critical infrastructure** necessary to successfully implement town/growth center development.
4. **Partner more** through creative, cost-effective partnerships with other public and private partners.
5. Look to **develop more affordable housing** wherever feasible to do so.

6. Use **green building and sustainable development practices** as much as possible.
7. Use **equitable transit-oriented development principles** to promote and support community well-being and healthy living

Equitable TOD includes;

- consultation with the community
- connection to employment, encourage economic development
- access to multi-generational public amenities
- safe, environmentally enriched walkways
- maintenance or increase in local affordable and low income housing
- prevention of displacement of community residents and businesses
- improved environmental quality
- promotion of community connectedness
- full access regardless of age or physical condition/disability
- understanding of the local context
- the equitable distribution of negative impacts of transportation

Funakoshi explained that it's important that we have a set of principles that would guide TOD.

Discussion on the Key Principles

Funakoshi explained that principle 7 on equitable TOD was requested by DOH and DHS in a prior executive strategy session. Heidi Hansen-Smith, DOH, stated the health impact piece of the current principle is vague and not addressed well. She stated that the principle needs to capture the health aspects, maybe references to health impact assessments might be able to be rolled to make it more concrete.

Harrison Rue, City and County of Honolulu, stated he's done a lot of work with the federal government on assessing health impacts. People who walk and bike can be healthier, and having gathering spaces provides social connection for mental health, which could be incorporated indirectly.

Ruby Edwards, OP, stated that this principle is still a work in progress. She also stated that we're probably going to have to rely on the narrative to communicate more fully what it meant by this principle. She stated that OP will continue to work with DOH and DHS on suitable language for the draft plan.

Jesse Souki, HCDA, suggested looking at indicators for health based metrics and health based planning.

Rue stated the City is working on performance measures for their plans. He's hoping that they can come up with a checklist to review and assess projects with. Rue stated that a similar approach could be done for these principles. Hansen-Smith stated that it could be somewhat standardized for the counties.

Kanani Fu, County of Kauai, asked how seven principles would be implemented. Is it the intent of the TOD Council to create a list of potential State properties that could be used to

accomplish these principles, for example on Kauai, where there are State properties that sit vacant. Could we come up with a list of recommended uses for State parcels to convey either over to the county or developer?

Funakoshi explained that the principles frame a generalized approach on how we should look at State investments. It will not immediately translate into a list of parcels or sites for investments. How the principles will be implemented broadly is not exactly determined yet. From the agency perspective, would the principles be used to determine or guide decision about where we should place facilities? These principles would apply in that analysis.

Fu asked if the Strategic Plan will have a recommended list of lands that could potentially be made available for executive order or for development. For example, will the plan lay out the principles, all the things we've learned, and how we will execute a portion of it? Funakoshi stated not for the initial strategic plan, but it is doable as we proceed.

Funakoshi stated that each of the counties will have its own section in the Strategic Plan.

There are three high priority areas identified for State TOD on Oahu: 1) East Kapolei, 2) Halawa-Stadium, and 3) Iwilei-Kapalama. These areas have multiple State properties or facilities as well as potential for TOD development.

East Kapolei

DLNR, DHHL, and UH West Oahu are in this area. DOE is also planning a new high school in the Hoopili project area. The City has a draft East Kapolei Neighborhood TOD plan.

Halawa-Stadium

Hakim Ouansafi confirmed that HPHA holds the deed and land control under its Puuwai Momi project. Funakoshi stated there are possibilities for DOE expansion in the Puuwai Momi, Aiea Elementary School, or Stadium property areas. The City also has a draft Halawa TOD Plan.

Iwilei-Kapalama

The City sees significant potential for TOD in this area. There are major land owners such as Kamehameha Schools and a lot of other large parcels that potentially could be considered for redevelopment.

Chinatown to Ala Moana

Much of Kakaako lands controlled by HCDA are developed or under development. However, there are some small housing projects in the Ala Moana-Kakaako area that are being pursued.

Souki commented that a lot of the underdeveloped parcels on the Makai side are the Office of Hawaiian Affairs (OHA) lands. Funakoshi stated that since OHA's parcels are on the fringe outside the half mile radius, their master plan was not included in this round.

TOD Timeline

Funakoshi stated that in terms of the strategic plan and TOD projects, a timeline will be developed to include information on what stage the projects are at and a timeframe for all

projects will be assigned. The timeline will also capture as much information on infrastructure constraints in all the priority areas such as roadway, water, wastewater, drainage, and so forth.

Neighbor Islands – Transit-Ready Developments

Funakoshi summarized the Neighbor Islands' transit-ready development (TRD) projects.

County of Kauai

Kauai has three projects. The Old Police Station and DOH office in Lihue town center have potential for redevelopment. Kauai Community College is considering the possibility of providing student housing on site. The County is proposing to develop an affordable housing project at Haleko Road/Pua Loke Street, adjacent to State lands in Lihue.

Fu reported that the RFP for the Haleko Road/Pua Loke Street project is going out on September 15, 2017. She also stated that the water issue has been resolved, with the Grove Farm doing an environmental assessment review for the upgrade of the water pipes system in the area.

Hirai asked if the Old Police Station had sufficient water because he thought there wasn't capacity issues. Fu confirmed that there is water for any project that comes on line before Grove Farm. Fu explained that the water use was previously restricted, but was lifted.

County of Hawaii

The major areas in Hilo with TRD opportunities include: Downtown Hilo, University of Hawaii at Hilo, and the Prince Kuhio Plaza.

The West Hawaii Community Development Plan incorporates TOD. West Hawaii is a large area, so the County needs to focus on providing concentrated services and connections for the most populated areas within the plan area.

County of Maui

Discussion on Maui TRD was discussed in the previous section.

City and County of Honolulu

The City has six catalytic projects related to TOD: 1) Pearlridge Bus Center and TOD; 2) Kapalama Canal improvements; 3) Blaisdell Center Master Plan; 4) Chinatown Action Plan; 5) Iwilei-Kapalama Infrastructure Master Plan; and 6) Waipahu Town Action Plan.

Project Fact Sheets

Agencies should submit Project Fact Sheets for their projects. Funakoshi thanked everyone for submitting their project fact sheets to date. The information on the project fact sheets will be put into a TOD database to be used to support implementation of the strategic plan.

Implementation

Funakoshi stated the key principles will guide implementation. However, successful implementation will require a commitment for continued cooperation and collaboration in all we do; making strategic investments in infrastructure as needed; and staying at the table to get the job done—which the TOD Council helps us do.

Strategic Plan Schedule

Funakoshi provided an update on the strategic plan schedule:

- State agency consultations and TOD database and mapping are ongoing.
- The Neighbor Island workshops have been completed.
- Some of the financing strategies and implementation tools will be presented at the next TOD Council meeting.
- Vision and project narratives are being pulled together with the help of State and county agencies.
- A draft Strategic Plan is anticipated to be disseminated to the Council for review mid to late October, with approval in November by the Council and delivery to the Legislature in December.

Discussion of the State TOD Projects List

Charles Vitale, Stadium Authority, referred to the handout, *State TOD Projects Along Honolulu Rail Corridor*, and asked how the terms, “planning” vs “pre-planning” being defined? Is it up to each agency to define this or is there a standard definition that will be used?

Co-chair Asuncion suggested that this be defined in terms of a continuum.

Hirai stated that when CIP priorities are discussed, it will become important to differentiate, but that’s not to say that pre-planning work can’t be a priority for CIP funds.

Bill Brizee, developer representative, suggested another way of looking at pre-planning might be creating a RFP to bring developers in, with planning being the developer doing detailed project planning based on the pre-planning work done for the RFP.

Hirai stated that the question of the amount and timing of the CIP money and what it’s for will determine whether it’s a high priority item, whether it’s for an EIS, planning, or pre-planning.

Souki stated that having definitions for the terms would be helpful for the Legislature.

Funakoshi stated it would be good to define the terms for the strategic plan.

Discussion on Kane Street

Hirai stated if we don’t start the planning process for Kane Street, and if we don’t get money for a draft EIS every year, we’re one year behind. If we don’t do it, we’re not going to move forward on that project. That’s why we’re asking about water and sewer, because if there’s no water and sewer, we’re not going to ask for anything.

Eaton asked what do you do if it’s in a tsunami inundation zone? Federal money can’t be used, so does it make the whole project moot? As part of State law, we’re supposed to be implementing climate change and sea level rise in our planning efforts.

Ryan Okahara, HUD, stated that HUD is still funding projects in tsunami inundation zones. However, he said they are questioning why they’re doing it.

Eaton asked how do you prioritize the three projects on Maui? What criteria will we use? The Kane Street project is in a tsunami inundation zone. Given climate change and sea level rise policy, do we need to focus on the other two projects instead?

Hirai stated that Catholic Charities has a Low-Income Housing Tax Credit (LIHTC) project on the other side on Vevau Street with similar federal funding sources.

Eaton asked Chris Kinimaka, DAGS, which of the three projects is the most feasible. Are we sending mixed messages by pursuing a project in a tsunami inundation zone? Kinimaka stated DAGS received some proof of concept funding and is targeting Wailuku as a priority.

Funakoshi stated that we would look to the County first and have them tell us what their priorities are then it would need to be discussed further as we move along. This is not the end but the beginning of this process.

Rue mentioned that the project fact sheet includes site constraints in which this type of information would be included. Funakoshi confirmed that all projects on the Neighbor Islands are required to have a completed project fact sheet.

Asuncion asked for clarification that the draft strategic plan is going to be disseminated to the TOD Council members mid to late October and for approval at the TOD Council's November meeting, which is on the first Tuesday. The members will have approximately two weeks to review the plan. Funakoshi stated if it's not possible to approve the strategic plan at the November meeting, the December meeting would be fine.

V. TOD Council Sub-committee(s) Formation

a. Discussion on creating sub-committees to coordinate TOD projects and activities

Asuncion explained that the TOD Council did not get any funding this past legislative session for TOD operations. Currently, we are using last fiscal year's funds to ensure that the TOD Council continues to meet. OP will be requesting funding in their budget to continue the operations of the TOD Council so that meetings can continue. But in the meantime, some of these projects will have to move forward. Asuncion stated that the co-chairs discussed the use of subcommittees (permitted interaction groups) to work on different regional areas and it was also brought up with the State agencies at the Executive Strategy Session.

Hirai explained that the use of subcommittees was driven by budgetary constraints, but it also seems to be an efficient way to continue the coordination work needed to get things done. The thought is to start on general needs in each of the areas and work down into more specific actions. The subcommittees cannot constitute a quorum of the TOD Council nor can they take any action independent of the Council. The subcommittees will work independently until their work is completed. The subcommittees will then report back to the TOD Council which will take any action if needed. The subcommittees will then be dissolved.

Asuncion stated the intent is not to run all the subcommittees simultaneously. Each subcommittee will run in accordance to the different projects in their areas. The Co-chairs or their designees will be members on all subcommittees. The public members were not selected for subcommittees at this time, to allow them to participate in subcommittees as their interest dictates.

Asuncion reported that the following seven sub-committees are being proposed to better coordinate TOD projects and to continue the work of the TOD Council:

- 1) Kapalama-Iwilei Sub-committee
Proposed Members:
 - 1) Director of the Office of Planning
 - 2) Executive Director of the Hawaii Housing Financing and Development Corporation
 - 3) Comptroller, DAGS
 - 4) Executive Director of the Hawaii Public Housing Authority
 - 5) Chairperson of the Hawaiian Homes Commission
 - 6) Superintendent of Education
 - 7) President of the University of Hawaii
 - 8) Director of Transportation
 - 9) Mayor of the City and County of Honolulu;
or their designees

- 2) Stadium Sub-committee
Proposed Members:
 - 1) Director of the Office of Planning
 - 2) Executive Director of the Hawaii Housing Financing and Development Corporation
 - 3) Chairperson of the Stadium Authority
 - 4) Comptroller
 - 5) Executive Director of the Hawaii Public Housing Authority
 - 6) Superintendent of Education
 - 7) Director of Public Safety
 - 8) Director of Transportation
 - 9) Mayor of the City and County of Honolulu;
or their designees

- 3) UH West-Oahu Sub-committee
Proposed Members:
 - 1) Director of the Office of Planning
 - 2) Executive Director of the Hawaii Housing Financing and Development Corporation
 - 3) President of the University of Hawaii
 - 4) Chairperson of the Hawaiian Homes Commission
 - 5) Chairperson of the Board of Land and Natural Resources
 - 6) Superintendent of Education
 - 7) Director of Transportation
 - 8) Mayor of the City and County of Honolulu;
or their designees

- 4) County of Kauai Sub-committee
Proposed Members:
 - 1) Director of the Office of Planning
 - 2) Executive Director of the Hawaii Housing Financing and Development Corporation
 - 3) Comptroller
 - 4) Chairperson of the Board of Land and Natural Resources
 - 5) Director of Health
 - 6) President of the University of Hawaii
 - 7) Chairperson of the Hawaiian Homes Commission
 - 8) Mayor of the County of Kauai;
or their designees

- 5) County of Maui Sub-committee
Proposed Members:
 - 1) Director of the Office of Planning
 - 2) Executive Director of the Hawaii Housing Financing and Development Corporation
 - 3) Comptroller
 - 4) Chairperson of the Hawaiian Homes Commission
 - 5) Superintendent of Education
 - 6) Chairperson of the Board of Land and Natural Resources
 - 7) Director of Transportation
 - 8) Mayor of the County of Maui;
or their designees

- 6) County of Hawaii – West Hawaii Sub-committee
Proposed Members:
 - 1) Director of the Office of Planning
 - 2) Executive Director of the Hawaii Housing Financing and Development Corporation
 - 3) Chairperson of the Board of Land and Natural Resources
 - 4) President of the University of Hawaii
 - 5) Director of Transportation
 - 6) Chairperson of the Hawaiian Homes Commission
 - 7) Mayor of the County of Hawaii;
or their designees

- 7) County of Hawaii – East Hawaii Sub-committee
Proposed Members:
 - 1) Director of the Office of Planning
 - 2) Executive Director of the Hawaii Housing Financing and Development Corporation
 - 3) Chairperson of the Hawaiian Homes Commission
 - 4) Chairperson of the Board of Land and Natural Resources
 - 5) Executive Director of the Hawaii Public Housing Authority
 - 6) President of the University of Hawaii
 - 7) Director of Transportation
 - 8) Mayor of the County of Hawaii;
or their designees

Asuncion stated that the Co-Chairs will look to the sub-committees to select a Chair for the sub-committee.

Hirai stated it may involve more sub-committee meetings focused on specific areas and fewer Council meetings. If the TOD Council does not receive funding, the Neighbor Island members would need to pay for their own travel.

Ouansafi asked whether there will be a mission defined or desirable outcomes required for the subcommittees. Hirai reiterated that we are starting general, but it's really to identify actions needed and a workplan to coordinate TOD projects and activities for selected regions in the Strategic Plan.

Rue stated that he will probably be the City's designee, but will confirm this. The City will probably designate a lead staff for each of the sub-committees: Kapalama-Iwilei, Stadium, and UH West Oahu.

Asuncion called for a motion which was moved by Rue and seconded by Ouansafi to authorize the TOD Council to convene the above sub-committees.

Discussion of the TOD Council subcommittee motion

Bennett Mark, County of Hawaii, asked what would be the mechanics if the sub-committees do their work after the strategic plan to the Legislature is turned in, as the strategic plan will already have some recommended developments for each of the Neighbor Island areas.

Hirai explained that the strategic plan will be done, so the sub-committee work will be more updating and implementing the strategic plan and moving the plan forward.

Mark further asked whether only those projects that are in the plan are going to be addressed by these sub-committees or are there going to be other projects?

Hirai reiterated that the sub-committees are starting with the strategic plan, so the priorities in the plan would be at the top of the list, but it doesn't preclude other projects being added.

Asuncion stated that if the strategic plan is prepared properly, he sees it as a vehicle to show the Legislature the different projects, either TOD or TRD, across the State: here are things that we need to do, are there infrastructure gaps and is it ready to go vertical, etc. It will be the basis for CIP requests or any type of other TOD investment requests to the Legislature. They will have it in the strategic plan.

Hirai clarified that there's two different documents due to the Legislature: 1) the Strategic Plan; and 2) the TOD Council Annual Report.

Mark further asked whether there are any actions for the legislative session that County agencies would have to do, or is it going to be part of the sub-committee work?

Hirai explained that from an implementation standpoint at the Legislature, if we're going to prioritize CIP requests, we need to be all on the same page at that point, the TOD Council and the counties.

Ouansafi commented that the strategic plan is a living document. Just because the strategic plan is submitted to the Legislature, it doesn't mean that if the sub-committees come up with something that makes more sense in the next 5-6 months, the TOD Council can always update the strategic plan. We have certain priorities that we can concentrate on, but that does not mean that we preclude anything else.

Tsuji asked whether OP is putting in legislation for a P3 Office. Asuncion stated that OP is not, however, he's heard various legislators are suggesting a P3 office in DBEDT or DAGS.

Hirai commented that it makes a lot of difference whether the P3 office is advisory or mandatory. Nationally, some P3 offices are advisory and others are mandatory. By mandatory,

it means that all projects need to go through a P3 office, and that would create a bottleneck if adopted here.

Asuncion called for a vote on the motion on the table. The motion was voted upon and unanimously carried to authorize the Council to convene the above subcommittees to identify actions needed and a workplan to coordinate TOD projects and activities for selected regions in the Strategic Plan.

VI. Report on DAGS Workshop on Lease-Back and P3 Project Delivery

a. Comments and feedback received

Chris Kinimaka, DAGS, reported on the DAGS Workshop on Lease-Back and P3 Project Delivery held on August 14-15, 2017 at the Neal Blaisdell Center. Jill Jamieson of Jones Lang LaSalle, whose background worldwide is in helping government entities with public private partnerships, was the speaker.

There were just over 100 attendees on both days. DAGS videotaped all presentations alongside the powerpoint presentations. The feedback received during the workshop was that it was very helpful and informative, but what do we do next? For two days after the workshop, agencies were given an opportunity to meet one on one with DAGS and Jamieson, which seven agencies took advantage.

Kinimaka stated their preliminary thinking on a central P3 office is focused on the Governor's message of avoiding creation of an office that would hamper agencies from moving forward. DAGS doesn't want to create restrictions for anyone exploring alternative delivery options. According to Jamieson, P3 is not the solution for all projects and roughly only 15% projects are feasible for P3.

Kinimaka reported DAGS is considering drafting legislation based on Jamieson's Kosovo model, and DAGS' consultants would need to adapt it to Hawaii. DAGS would be pulling in key stakeholders to ensure it makes sense. She stated that P3 is not prohibited under the State procurement system, and that agencies are doing P3, but we haven't called it that. Jamieson's advice is to not make agencies stop and wait for legislation, but continue to move forward.

Kinimaka stated the Governor supports P3 alternatives. The Department of Budget and Finance supports looking at creating a central office and finding a place for it. DAGS could not be the central office because they do not have the overarching type of language to support all agencies. DBEDT was mentioned, as well as the Governor's Office. Placement in the Governor's Office is problematic when the administration changes.

Kinimaka stated DAGS will get back to everyone on draft ideas and concepts that are developed. A survey (using Survey Monkey) will be sent to all attendees soon to provide their comments and feedback on the workshop.

The DAGS workshop presentations are available at: <http://pwd.hawaii.gov/planning-branch/lease-back-and-p3-project-delivery-workshop/>

VII. Next Steps

a. Future Agenda Topics

Co-chair Asuncion outlined future meeting topics as follows:

Tuesday, October 3, 2017

1. City and County Infrastructure Masterplan for Iwilei-Kapalama
2. TOD Strategic Plan Update
3. Infrastructure funding/implementation

Tuesday, November 7, 2017

1. TOD Strategic Plan Review and Approval
2. FY 2018 OP TOD CIP Plans
3. FY 2019 CIP Requests in TOD Areas

b. Announcements

The next meeting is scheduled for Tuesday, October 3, 2017 at 9:30 am at the Hawaii Community Development Authority, Community Room, 1st Floor, Honolulu, Hawaii.

X. Adjournment

There being no further business, the meeting was adjourned at 11:15 am.