

**TESTIMONY OF
THE DEPARTMENT OF THE ATTORNEY GENERAL
KA 'OIHANA O KA LOIO KUHINA
THIRTY-THIRD LEGISLATURE, 2025**

ON THE FOLLOWING MEASURE:

S.B. NO. 1669, S.D. 2, H.D. 1, RELATING TO TRANSIT ORIENTED DEVELOPMENT.

BEFORE THE:

HOUSE COMMITTEE ON WATER & LAND

DATE: Tuesday, March 18, 2025

TIME: 10:00 a.m.

LOCATION: State Capitol, Room 411

TESTIFIER(S): Anne E. Lopez, Attorney General, or
Yvonne R. Shinmura, Deputy Attorney General

Chair Hashem and Members of the Committee:

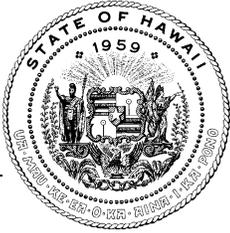
The Department of Attorney General provides the following comments.

The purpose of this bill is to add a new chapter to the Hawaii Revised Statutes to establish the Transit Oriented Community Improvement Partnership (TOCIP), a body corporate and an instrumentality and agency of the State, to be placed within the Department of Transportation (DOT) for administrative purposes only.

Earlier, we provided testimony before the joint House Committees on Housing and on Transportation about the need to establish grant standards for the issuance of grants by the TOCIP. The Committees agreed with our recommendations and amended the bill to include standards for the issuance of grants by adding a new section ___-17. See page 45, line 1, to page 46, line 18.

Upon further review of the grant standards wording in the new section ___-17, at page 45, lines 1-4, we determined that grant applications should be made to the TOCIP, and not DOT because the new agency will only be attached to DOT for administrative purposes and the TOCIP will be making the grants. Accordingly, references to the "department of transportation" throughout section ___-17 should be changed to the "partnership". See page 45, line 2, and page 46, lines 3-4, 13-14, and 15-16.

We thank the Committee for the opportunity to make this clarification and respectfully ask the Committee to make these further amendments.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

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JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARK B. GLICK
CHIEF ENERGY OFFICER

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Testimony of
MARK B. GLICK, Chief Energy Officer

before the
HOUSE COMMITTEE ON WATER AND LAND

Tuesday, March 18, 2025
10:00 AM
State Capitol, Conference Room 411 and Videoconference

Providing Comments on
SENATE BILL 1669 SD2 HD1

RELATING TO TRANSIT ORIENTED DEVELOPMENT.

Chair Hashem, Vice Chair Lamosao, and Members of the Committee, the Hawai'i State Energy Office (HSEO) supports the concept of SB 1669 SD2 HD1 that establishes a Transit Oriented Community Improvement Partnership and the Community Improvement Revolving Fund to facilitate transit-oriented development (TOD).

Emissions from transportation account for more than half of energy-related emissions and of those 36% come from ground transportation, as reported in the Greenhouse Gas Emissions Report for 2021.¹ For Hawai'i to meet its statutory target "to sequester more greenhouse gases than emitted as soon as practicable but no later than 2045," significant reductions in emissions from ground transportation will need to be made in the near to medium term, via vehicle electrification as well as reductions in total vehicle miles traveled (VMT).²

TOD is a key strategy for reducing vehicle miles traveled by organizing residential and commercial development around transit nodes as centers of urban life. Among the benefits of TOD is a reduction in energy use which directly contributes to lowering greenhouse gas emissions in Hawai'i. By promoting housing and infrastructure development near public transit hubs, this bill aligns with the State's goals for

¹ https://health.hawaii.gov/cab/files/2024/05/2020-and-2021-Inventory_Final-Report_5-29-24.pdf

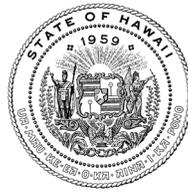
² <https://energy.hawaii.gov/what-we-do/clean-energy-vision/decarbonization-strategy/>

sustainability, energy efficiency, and emissions reduction. Compact, walkable, and transit-friendly communities help decrease reliance on personal vehicles, support active transportation, and improve overall energy efficiency. Care needs to be taken that such development is fully extended to and made affordable to low- and moderate- income residents.

Additionally, the HSEO supports the amendment made to the measure to require that twenty percent of parking stalls developed under this measure be electric vehicle-ready, along with the inclusion of a definition for "electric vehicle-ready." This practical and cost-effective amendment aligns with the State's goals to accelerate vehicle electrification, support EV adoption, and ensure new developments are prepared for the growing demand for EV charging infrastructure.

We appreciate the Legislature's commitment to smart growth policies that enhance community resilience while advancing the State's clean energy and emissions reduction objectives. The HSEO defers to the Department of Budget and Finance and other fiscal agencies on the financial impacts of SB 1669 SD2 HD1 and its impact on other priorities of the Executive Budget.

Thank you for the opportunity to testify.



JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LIEUTENANT GOVERNOR

LUIS P. SALAVERIA
DIRECTOR

SABRINA NASIR
DEPUTY DIRECTOR

EMPLOYEES' RETIREMENT SYSTEM
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND
OFFICE OF THE PUBLIC DEFENDER

STATE OF HAWAII
DEPARTMENT OF BUDGET AND FINANCE
Ka 'Oihana Mālama Mo'ohelu a Kālā
P.O. BOX 150
HONOLULU, HAWAII 96810-0150

ADMINISTRATIVE AND RESEARCH OFFICE
BUDGET, PROGRAM PLANNING AND MANAGEMENT DIVISION
FINANCIAL ADMINISTRATION DIVISION
OFFICE OF FEDERAL AWARDS MANAGEMENT

WRITTEN ONLY

TESTIMONY BY LUIS P. SALAVERIA
DIRECTOR, DEPARTMENT OF BUDGET AND FINANCE
TO THE HOUSE COMMITTEE ON WATER AND LAND
ON
SENATE BILL NO. 1669, S.D. 2, H.D. 1

March 18, 2025
10:00 A.M.
Room 411 and Videoconference

RELATING TO TRANSIT ORIENTED DEVELOPMENT.

The Department of Budget and Finance (B&F) offers the following comments on Senate Bill (S.B.) No. 1669, S.D. 2, H.D. 1 which establishes the Transit Oriented Community Improvement Partnership within the Department of Transportation and includes among other requirements, establishes a Board of Directors, a special fund, and four (4) full-time positions.

S.B. No. 1669 S.D. 2, H.D. 1 establishes a new State agency that will require State resources for purposes that may overlap with existing State agencies and/or programs (i.e. State Transit-Oriented Development Program, the Hawaii Interagency Council for Transit-Oriented Development (TOD Council), the Hawaii Housing Finance and Development Corporation, the Hawaii Climate Change Mitigation and Adaption Commission, Hawaii Community Development Authority). It is unclear how the overlap would be handled and affect this may have on the goal of affordable community sustainable developments. Areas that the Transit Oriented Community Improvement Partnership may exercise its authority do not appear to be defined.

Additionally, S.B. 1669, S.D. 2, H.D. 1 proposes the following broad exemptions from requirements:

Notwithstanding section 171-42 and except as otherwise provided in this chapter, projects pursuant to this chapter shall be exempt from all statutes, ordinances, charter provisions, and rules of any government agency relating to special improvement district assessments or requirements; land use, zoning, and construction standards for development, and improvement of land; provided that the community improvement planning activities of the partnership shall be coordinated with the county planning departments and the county land use plans, policies, and ordinances.

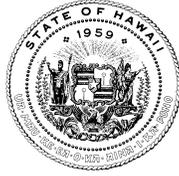
The broad exemptions could cause conflicts with current requirements that have been enacted for specific purposes.

S.B. 1669, S.D. 2, H.D. 1 also establishes the Community Improvement Special Fund (CISF). As a matter of general policy, the department does not support the creation of any special fund, which does not meet the requirements of Section 37-52.3, HRS. Special funds should: 1) serve a need as demonstrated by the purpose, scope of work and an explanation why the program cannot be implemented successfully under the general fund appropriation process; 2) reflect a clear nexus between the benefits sought and charges made upon the users or beneficiaries or a clear link between the program and the sources of revenue; 3) provide an appropriate means of financing for the program or activity; and 4) demonstrate the capacity to be financially self-sustaining. Regarding S.B. No. 1669, S.D. 2, H.D. 1, it is difficult to determine whether the proposed CISF would be self-sustaining.

Thank you for your consideration of our comments.

JOSH GREEN, M.D.
GOVERNOR
STATE OF HAWAII
*Ke Kia'āina o ka Moku'āina 'o
Hawai'i*

SYLVIA J. LUKE
LT. GOVERNOR
STATE OF HAWAII
*Ka Hope Kia'āina o ka Moku'āina
'o Hawai'i*



KALI WATSON
CHAIRPERSON, HHC
Ka Luna Ho'okele

KATIE L. LAMBERT
DEPUTY TO THE CHAIR
Ka Hope Luna Ho'okele

STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOME LANDS
Ka 'Oihana 'Āina Ho'opulapula Hawai'i

P. O. BOX 1879
HONOLULU, HAWAII 96805

TESTIMONY OF KALI WATSON, CHAIR
HAWAIIAN HOMES COMMISSION
BEFORE THE HOUSE COMMITTEE ON WATER & LAND
HEARING ON MARCH 18, 2025 AT 10:00AM IN CR 411

SB 1669, SD 2, HD 1, RELATING TO AFFORDABLE HOUSING

March 17, 2025

Aloha Chair Hashem, Vice Chair Lamosao, and Members of the Committee:

The Department of Hawaiian Home Lands (DHHL) **supports** this bill which establishes the Transit-Oriented Community Improvement Partnership within the Department of Transportation (DOT), 2) establishes the Community Improvement Special Fund, 3) requires annual reports to the Legislature and 4) appropriates funds into and out of the special fund for the partnership and positions.

DHHL has existing homestead communities, current projects, and potential transit-oriented development projects that are in alignment with the potential of this measure. DHHL stands ready to work collaboratively with the DOT and other respective agencies to ensure the development of comprehensive communities where beneficiaries and community members can have longstanding infrastructure and convenient access to live, work, play and commute.

Thank you for your consideration of our testimony.

Josh Green
GOVERNOR OF HAWAII



**STATE OF HAWAII
HAWAII CLIMATE CHANGE MITIGATION & ADAPTATION
COMMISSION
POST OFFICE BOX 621
HONOLULU, HAWAII 96809**

Co-Chairs:
Chair, DLNR
Director, OPSD

Commissioners:
Chair, Senate AEN
Chair, Senate WTL
Chair, House EEP
Chair, House WAL
Chairperson, HTA
Chairperson, DOA
CEO, OHA
Chairperson, DHHL
Director, DBEDT
Director, DOT
Director, DOH
Chairperson, DOE
Director, C+C DPP
Director, Maui DP
Director, Hawaii DP
Director, Kauai DP
The Adjutant General
Manager, CZM

**Testimony of
LEAH LARAMEE
Climate Change Coordinator on behalf of
Climate Change Mitigation and Adaptation Commission Co-Chair Mary Alice Evans and
Co-Chair Dawn N.S. Chang**

**Before the House Committees on
WATER AND LAND**

**Tuesday, March 18, 2025
10:00 AM**

House Capitol, Conference Room 411 & Videoconference

**In consideration of
SENATE BILL 1669 SENATE DRAFT 2 HOUSE DRAFT 1
RELATING TO TRANSIT ORIENTED DEVELOPMENT**

Senate Bill 1669 SD2 HD1 establishes the Transit Oriented Community Improvement Partnership within the Department of Transportation and the Community Improvement Special Fund. The bill requires annual reports to the Legislature and appropriates funds into and out of the special fund for the partnership and positions. The Hawai'i Climate Change Mitigation and Adaptation Commission (Commission) **supports** this bill provided that its passage does not replace or adversely impact priorities indicated in the Executive Budget request.

The Commission consists of a multi-jurisdictional effort between 20 different departments, committees, and counties and recognizes the urgency of climate threats and the need to act quickly. It promotes ambitious, climate-neutral, culturally responsible strategies for climate change adaptation and mitigation in a manner that is clean, equitable and resilient. The commission recognizes the importance of creating increasing access to transit, improving the walkability and bikeability of neighborhoods, higher density and mixed-use growth and promoting infill. Of special interest is the inclusion of green space in this bill. Trees, green spaces and nature-based solutions are going to play a vital role in making our cities cooler and more resilient, as our climate changes and temperatures rise.

Vehicle miles traveled (VMT) is affected by several built environment factors including density of population and jobs, mix of land uses, accessibility of destinations, design of neighborhoods and streets, and distance to transit and shared mobility. Many of the community characteristics

and development patterns that influence how far people must travel between their home, work, and other essential destinations are determined by land use plans and implementation. Land use plans and implementation processes designed to minimize or reduce VMT, also called “smart growth”, could produce location-efficient, connected, and walkable communities and manage development to conserve agricultural lands and natural resources. This bill will help to guide and justify land-use decisions that help to create more livable communities where residents have plentiful transportation choices, thus encouraging the reduction of vehicle miles traveled and greenhouse gas emissions, and an improvement in air quality.

This bill is consistent with the Commission’s report, “Investing in Transportation Choices: Recommendations for Safe, Sustainable, Affordable, and Reliable Mobility”. This report includes both land-use and transportation strategies to assist State and Counties to reduce vehicle miles traveled, to meet climate and energy goals.

Mahalo for the opportunity to provide testimony in support of this measure.



LATE *Testimony submitted late may not be considered by the Committee for decision making purposes.

**STATE OF HAWAII
OFFICE OF PLANNING
& SUSTAINABLE DEVELOPMENT**

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARY ALICE EVANS
DIRECTOR

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Statement of
MARY ALICE EVANS, Director

before the
SENATE COMMITTEE ON WATER AND LAND

Tuesday, March 18, 2025

10:00 AM

State Capitol, Conference Room 411

in consideration of
SB 1669, SD2, HD1
RELATING TO TRANSIT ORIENTED DEVELOPMENT.

Chairs Hashem, Vice Chairs Lamosao, and Members of the Committee.

The Office of Planning and Sustainable Development (OPSD) offers **comments with concerns** on SB 1669, SD2, HD1. SB 1669, SD2, HD1 would establish a new authority, the Transit Oriented Community Improvement Partnership, at the State level with broad powers to coordinate stakeholders, build community infrastructure and amenities, invest in projects, and establish programs that will ensure that communities in proximity to transit are walkable, affordable, amenity-rich, and livable for residents. The Transit Oriented Community Improvement Partnership would be administratively attached to the State Department of Transportation.

OPSD, as administrator for the Hawai'i Interagency Council for Transit-Oriented Development, is an active proponent of the community outcomes desired in the bill. We understand the desire for new tools to effectuate better place-making. However, **we have strong concerns about the creation of a new authority** with broad powers that would preempt State and county agency functions, and which will require the infusion of State funds and resources at a time when the State and counties' fiscal future are unclear and when there will surely be increased demand for the State and counties' limited resources.

Furthermore, the counties play a huge role in the creation of neighborhoods that mix affordable housing, stores and offices, commercial and community facilities, to create communities where families can live, work, and connect—and the City even more so through its adopted TOD Plans. Rather than creating a new authority, the State should be looking at ways to improve existing statutes and tools—fostering county entities like Maui County's Maui Redevelopment Agency, established pursuant to Hawai'i Revised Statutes Chapter 53, Urban Renewal Law, which has focused on the economic and physical revitalization of Wailuku Town. Efforts and resources to establish incentives and assistance programs and to strengthen and support collaborative partnerships with the counties are more likely to improve community building, placemaking, and community vibrancy in transit-oriented communities.

Thank you for the opportunity to testify on this measure.



Written Testimony before House

HOUSE COMMITTEE ON WATER & LAND

Tuesday, March 18, 2025 (10 am), Room 411

RE: SB 1669 SD2 HD 1 RELATING TO TRANSIT ORIENTED DEVELOPMENT.

Chair Hashem, Vice Chair Lamosao, Members of the House Committee on Water & Land:

Trees for Honolulu's Future ("TFHF") is a nonprofit organization with a vision for a tree-filled island that preserves and enhances our quality of life, especially in the face of climate change.

We support the above-referenced Bill, which establishes Transit Oriented Community Improvement Partnership within the Department of Transportation and a plethora of associated activities.

Focusing on the big picture, SB1669 desires to *create walkable communities along transit oriented corridors for working families that are affordable, livable, healthy, happy, equitable, and secure* while driving down the cost of housing, a key impediment to all the things just listed. We applaud the introducers of this bill to propose a way forward to address long standing obstacles in forging a Hawai'i we believe, the vast majority of residents want, with those features italicized above.

While the built environment is critical, we wish to point out if we truly want livable, healthy, happy spaces, green infrastructure, such as trees, are critical. Trees provide myriad benefits from cooling/shade that make pedestrian and multimodal transportation options work best to improve air quality, provide beauty, adding to resilience, and so much more. All that said, it has been in our experience that landscape planning is the last aspect of development considered after streets, underground utilities, and other infrastructure have already been designed. We suggest by putting green infrastructure on equal footing with gray infrastructure, we can achieve the goals put forth in the bill's mandate to the Partnership. Working too with the counties is a key ingredient for success.

We urge passage of this bill to the next House committee.

Sincerely,

Daniel Dinell
President

HONOLULU is HOT TREES are COOL

Visit us: www.TreesForHonolulu.org Contact us: info@TreesForHonolulu.org Voice/Fax/Text: 808-707-6353
P.O. Box 12051, Honolulu, Hawaii 96828



Testimony of the Oahu Metropolitan Planning Organization

Committee on Water and Land

March 18, 2025 at 10:00 AM

Conference Room 411

SB 1669 SD 2 HD 1

Relating Transit Oriented Development

Dear Chair Hashem, Vice Chair Lamosao, and Committee Members,

The Oahu Metropolitan Planning Organization (OahuMPO) **supports SB 1669 SD 2 HD 1**, which establishes the Transit Oriented Community Improvement Partnership within the Department of Transportation, establishes the Community Improvement Revolving Fund, allows for transfers of land development rights to the Partnership, requires annual reports to the Legislature, and appropriates funds.

Tasking an agency with a primary mission to prioritize, plan, and build community infrastructure and amenities, particularly those that are mixed-use and located near high quality transit, will allow more people to live in transit-oriented communities that have safe multimodal connections, public spaces, and other amenities required for successful, livable communities. This will encourage more walkable, connected communities where residents drive far less each day than their counterparts in more sprawling locations.¹ In addition, when more mixed-use and transit-oriented housing is provided, it makes it easier for people to get around without their car which can reduce emissions in the near term, reduce transportation costs, provide more opportunities for physical activity, and improve access to necessities for both people who don't have a car and those with cars.²

According to the State Climate Commission Report, "Drivers of VMT and priority reduction strategies in Hawaii", households in suburban areas drive around 37 percent more than those in urban centers and households on the suburban fringe drive 68 percent more.³ Limiting outward growth and concentrating more growth in urban infill areas and those near high quality transit, will be critical for Hawaii to meet its climate and energy goals. This is because mixed use development results in shorter trips, fewer trips, and more trips taken by lower-carbon modes.⁴ With more compact development, people drive 20 to 40 percent less, at minimal or reduced cost, while reaping other fiscal and

¹ <https://smartgrowthamerica.org/wp-content/uploads/2020/10/Driving-Down-Emissions-FINAL.pdf>

² IBID.

³ https://climate.hawaii.gov/wp-content/uploads/2023/07/USCA_Hawaii_VMT_strategies_Feb22.pdf

⁴ <https://smartgrowthamerica.org/wp-content/uploads/2020/10/Driving-Down-Emissions-FINAL.pdf>

health benefits.⁵ Whether people care about reducing their own emissions or not, by providing more opportunities for them to live where emissions are naturally lower per person, we can work within the market to help address climate change.

The bill is also consistent with the State Climate Commission's *Investing in Transportation Choices Toolkit*⁶ and *Drivers of VMT and Priority Reduction Strategies for Hawaii*, which identified infill and mixed-use development, and parking management, as key strategies to reduce greenhouse gas emissions, vehicle miles traveled and improve transportation choices for Hawaii residents.

This bill is consistent with several goals of the Oahu Regional Transportation Plan including support for active and public transportation, promoting an equitable transportation system, and improving air quality and protecting environmental and cultural assets. Providing more housing in and around high-quality public transportation and where people can meet their daily needs without a car, can help residents save on their transportation costs, improve their quality of life, and reduce transportation emissions and traffic congestion.

The OahuMPO is the federally designated Metropolitan Planning Organization (MPO) on the island of Oahu responsible for carrying out a multimodal transportation planning process, including the development of a long-range (25-year horizon) metropolitan transportation plan, referred to as the Oahu Regional Transportation Plan (ORTP), which encourages and promotes a safe, efficient, and resilient transportation system that serves the mobility needs of all people and freight (including walkways, bicycles, and transit), fosters economic growth and development, while minimizing fuel consumption and air pollution (23 CFR 450.300).

OahuMPO notes the amendments and comments by HCDA and respectfully requests the Committee adopt and consider them. Thank you for the opportunity to provide testimony on this measure.

⁵ https://www.nrdc.org/sites/default/files/cit_07092401a.pdf

⁶ <https://climate.hawaii.gov/wp-content/uploads/2023/07/Investing-in-Transportation-Choices-V6.pdf>



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HOUSE COMMITTEE ON WATER & LAND
Tuesday, March 18, 2025 – 10:00AM

**Hawai'i Bicycling League SUPPORTS SB 1669, SD 2, HD 1
Relating to Transit Oriented Development**

Aloha Chair Hashem, Vice Chair Lamosao, and Committee Members,

My name is Travis Counsell and I am the Executive Director of the Hawai'i Bicycling League (HBL). We are a non-profit organization founded in 1975 with the mission of enabling more people to ride bicycles for health, recreation, and transportation. We strive to create communities across our islands that have safe, accessible, and inclusive environments for people to bike, walk, and roll.

Throughout its 50-year history, HBL has consistently identified that land use and transportation policies have too often favored sprawling suburbs, necessitating more cars and nudging people to drive at higher speeds. As such, serious injuries and traffic deaths remain a pernicious threat on roadways statewide, especially for vulnerable road users.

Moreover, this overreliance on cars comes at a very steep financial cost for individuals, families and businesses. Owning and operating a vehicle can cost upwards of \$10,000/year and, a 2020 Ulupono Initiative estimated that parking cost the developer \$42,000 per space within a structured, multi-level podium building in urban Honolulu.¹ The cost of developing and operating parking is often passed onto consumers in various forms (directly and indirectly), and can exacerbate housing affordability challenges.

By establishing a leadership agency to prioritize, plan, and build community infrastructure and amenities such as parks, public spaces, markets, and other amenities that make communities livable, desirable, the state can chart a new way forward for future generations, to choose lower cost and more sustainable transportation choices.

We urge you to support SB 1669, SD 2, HD 1. Thank you for this opportunity to testify.

Travis Counsell
Executive Director

¹ Ulupono Initiative, "The Costs of Parking in Hawai'i," 2020.
<https://ulupono.com/media/ivcfs2pu/the-cost-of-parking-in-hawaii-report-2020-08.pdf>.



**Testimony for Hawai'i Appleseed Center for Law and Economic Justice
Support for SB1669 - Relating to Transit Oriented Development
House Committee on Housing Water & Land (WAL)
March 18th, 2025**

Dear Chair Hashem, Vice Chair Lamosao, and members of the WAL committee,
Mahalo for the opportunity to express **SUPPORT for SB1669, which would establish a transit oriented community improvement partnership within the Hawai'i Department of Transportation.**

This testimony is being submitted on behalf of the Hawai'i Appleseed Center for Law and Economic Justice. Our organization works to build a Hawai'i where everyone has genuine opportunities to achieve economic security and fulfill their potential. Affordable, accessible, and safe transportation is crucial for fostering economic equality as it enables individuals of all backgrounds to access employment opportunities, education, and essential services.

This bill represents a forward-thinking and comprehensive approach to planning transit oriented development (TOD) communities. This approach integrates housing, transportation, and public space amenities. The focus on future parking amenities is of particular importance, given the financial burden that parking can pose. For example, in 2020, the Ulupono Initiative estimated that parking cost the developer \$42,000 per space within a structured, multi-level podium building in urban Honolulu.¹ The cost of developing and operating parking is often passed onto consumers in various forms (directly and indirectly), and can exacerbate housing affordability challenges.

The bill also seeks to enhance future TOD communities through the provision of parks, recreational areas, and community gathering spaces. The inclusion of these public space amenities has been shown to reduce residents' stress and improve their mental and physical health. These qualities are important as we navigate the social and environmental challenges that arise with urbanization.

Mahalo for the opportunity to testify on this measure.

Abbey Seitz

Abbey Seitz

Hawai'i Appleseed Center for Law and Economic Justice
Director of Transportation Equity

¹ Ulupono Initiative, "The Costs of Parking in Hawai'i," 2020.
<https://ulupono.com/media/ivcfs2pu/the-cost-of-parking-in-hawaii-report-2020-08.pdf>.



STANFORD CARR DEVELOPMENT, LLC

▪ March 14, 2025

The Honorable Mark J. Hashem, Chair
The Honorable Rachele F. Lamosao, Vice Chair
and Members of the House Committee on Water and Land

Subject: Testimony: SB 1669, SD2, HD1 Relating to Transit Oriented Development
Hearing: March 18, 2025, at 10:00 AM, Conference Room 411

Dear Chair Hashem, Vice Chair Lamosao, and Committee Members:

Stanford Carr Development (SCD) supports the intent of SB 1669, SD2, HD1, which establishes the Transit-Oriented Community Improvement Partnership (Partnership) within the Department of Transportation. We believe this measure is a vital step toward fostering sustainable, connected, and economically vibrant communities throughout our state.

However, the HD1 version includes a requirement for 20% of the parking stalls developed under this initiative to be electric vehicle-ready. While we support the intent of promoting sustainability, we suggest considering alternative approaches that provide more flexibility.

The creation of the Partnership aligns with key principles of transit-oriented development (TOD), as identified by the Urban Design Lab. These principles include:

1. **Connecting Dense Employment Centers:** Establishing efficient transit connections to areas with high job density is essential for fostering economic vitality and improving access to opportunities.
2. **Regional Collaboration:** Successful TOD requires cooperation between government entities and private stakeholders to ensure cohesive and strategic development.
3. **Proactive Planning and Public Policies:** Implementing forward-thinking planning practices and supportive policies is necessary to accommodate growth while minimizing negative impacts.
4. **Encouraging Public-Private Partnerships:** Leveraging both public and private resources ensures sustainable development and long-term infrastructure maintenance.

March 14,

The Partnership's focus on developing higher-density areas along transit lines and expanding infrastructure capacity is particularly important as our community continues to grow. Increasing infrastructure investment not only drives economic development but also helps address our pressing housing challenges by promoting the construction of residential units near transit hubs.

We recommend that your committee consider providing incentives, such as an increased floor area ratio, rather than imposing a mandatory requirement for electric vehicle-ready parking stalls across the board.

By facilitating responsible and strategic growth, the Partnership will help create livable, accessible, and economically resilient communities. We believe that prioritizing transit-oriented development will contribute to a more sustainable future for Hawaii.

Thank you for the opportunity to provide amendments and express our overall support for this important measure.

Respectfully,

A handwritten signature in black ink, appearing to read 'Stanford S. Carr', with a long horizontal flourish extending to the right.

Stanford S. Carr



March 17, 2025

TO: Honorable Mark Hashem, Chair and
Honorable Rachele F. Lamosao, Vice Chair
Committee on Water & Land

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

SUBJECT: **Senate Bill 1669 SD2 HD1**
Relating to Transit Oriented Development

The American Institute of Architects

AIA Hawaii State Council
828 Fort Street Mall, Suite 100
Honolulu, HI 96813

T (808) 628-7243
contact@aiahonolulu.org
aiahonolulu.org/AIAHawaiiStateCouncil

Dear Chair Hashem, Vice Chair Lamosao and Members of the Committee,

The American Institute of Architects (AIA) Hawaii State Council and our Legislative Advocacy Committee **SUPPORT** the general intent of SB 1669 SD2 HD1.

Intent for planning / leadership for community amenities:

One of AIA Hawaii's board strongly "Supports programming to develop affordable homes, liveable communities, and pleasing settings which respond to Hawaii's environment." We graciously thank Charis and members of Committees on Housing and Transportation for amending the SD2 version to recognize that **Architects play a major role in community development** by adding "Architecture as a licensed architect in the state" as one of the Two individuals with history and expertise, on page 19 of the HD1 version; And additional indicating in Section 4. of page 48 in the HD1 version that "One permanent full-time equivalent (1.0 FTE) planner or licensed architect position;"

Limit "Public parking hubs"

In AIA request assist State's energy goals to reduce carbon output we thank the Committees' admendments to include a "twenty per cent shall be electric vehicle-ready" requirement. AIA continues to recommend a minimum of 50% shall be electric vehicle -ready.

Thank you for the opportunity to offer our above strategic requests in **SUPPORT** to Senate Bill 1669 SD2 HD1.

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

SB-1669-HD-1

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Testimony for WAL on 3/18/2025 10:00:00 AM

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

Comments:

Aloha Committee Members,

Transit-oriented development is a crucial part of future sustainable development. We've got to plan appropriate for the better, healthier communities we all want to live. Exciting changes are happening to make this a reality and this bill facilitates that process.

I urge this Committee to SUPPORT this bill!