

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



**STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII'
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA**

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DAWN N.S. CHANG
CHAIRPERSON
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COMMISSION ON WATER RESOURCE
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FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

**Testimony of
DAWN N.S. CHANG
Chairperson**

**Before the Senate Committees on
TRANSPORTATION AND CULTURE AND THE ARTS
and
WATER AND LAND**

**Tuesday, February 14, 2023
3:00 PM**

State Capitol, Conference Room 224 & Videoconference

**In consideration of
SENATE BILL 1191
RELATING TO TRANSIT ORIENTED DEVELOPMENT**

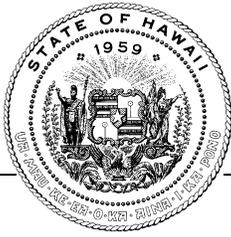
Senate Bill 1191 proposes to appropriate funds for statewide planning and coordination for transit oriented development projects identified in the State Strategic Plan for transit oriented development (TOD). **The Department of Land and Natural Resources (Department) strongly supports this measure.**

The Department is currently in the planning process for its East Kapolei TOD project. The East Kapolei TOD Project consists of four parcels adjacent to and/or in close proximity to the Keone'ae rail station in East Kapolei which could be impacted by this measure. The Department's long-term objective is to lease the parcels for income generating purposes to support the Department's natural resource management and protection programs through the development of mixed uses including commercial, retail, hotel, and medical spaces as well as light industrial uses. The Department also recognizes the State's obligation to provide affordable housing to residents in need and notes that Department is already planning on working with the Hawaii Housing Finance and Development Corporation (HHFDC) for an affordable housing area located on the parcel east of Kualakai Parkway. Beyond generating income to support its programs, the Department believes that the proposed project's multiple uses will be a critical economic, employment and residential component of the East Kapolei community.

The Department also participates as a member of the Hawaii Interagency Council for Transit Oriented Development (TOD Council) and is working collaboratively with the Office of Planning and Sustainable Development (OPSD) and the City and County of Honolulu's Department of Planning and Permitting

(DPP) in the planning of this project. In addition, the Department is grateful to have received two past funding awards from OPSD and the TOD Council which have supported the planning efforts for our East Kapolei TOD project.

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



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

JOSH GREEN, M.D.
GOVERNOR

SCOTT J. GLENN
DIRECTOR

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Statement of
SCOTT GLENN, Director

before the
**SENATE COMMITTEE ON TRANSPORTATION AND CULTURE AND THE ARTS
AND
SENATE COMMITTEE ON WATER AND LAND**

Tuesday, February 14, 2023, 3:00 PM
State Capitol, Conference Room 224

in consideration of
**SB1191
RELATING TO TRANSIT-ORIENTED DEVELOPMENT.**

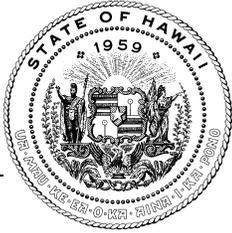
Chairs Lee and Inouye, Vice Chairs Inouye and Elefante, and Members of the Senate Committee on Transportation and Culture and the Arts and Senate Committee on Water and Land:

The Office of Planning and Sustainable Development (OPSD) **strongly supports** SB1191 which appropriates funds for statewide planning and coordination for transit-oriented development (TOD) projects identified in the state TOD strategic plan.

The state TOD strategic plan guides the statewide planning and coordination of state and county TOD efforts. In the strategic plan, the Hawaii interagency TOD council identified over 70 projects statewide that will accelerate affordable housing development and transportation options in mixed-use communities around transit stations and bus hubs. By focusing state and county facilities in urban areas and village centers, and co-locating them with housing development and community facilities, construction and long-term operating costs are reduced, while creating more livable places.

Since 2016, the Legislature appropriated capital improvement project funds annually to the office of planning and sustainable development to support planning of TOD projects in all four counties. Thirteen state and county agencies have received grants from these funds and used them for planning and implementation of 20 projects that will advance mixed-use and affordable housing developments statewide. On average, the annual requests for these grants have been almost double the available funds, so there continues to be a strong demand for this assistance.

Thank you for the opportunity to testify on this measure.



HAWAII STATE ENERGY OFFICE STATE OF HAWAII

JOSH GREEN, M.D.
GOVERNOR

MARK B. GLICK
CHIEF ENERGY OFFICER

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Testimony of
MARK B. GLICK, Chief Energy Officer

before the
**SENATE COMMITTEES ON WATER AND LAND
AND
TRANSPORTATION AND CULTURE AND THE ARTS**



Tuesday, February 14, 2023
3:00 PM
State Capitol, Conference Room 224 and Videoconference

In SUPPORT of
SB 1191

RELATING TO TRANSIT-ORIENTED DEVELOPMENT.

Chairs Inouye and Lee, Vice Chairs Elefante and Inouye, and Members of the committees, the Hawai'i State Energy Office (HSEO) supports SB 1191, which appropriates funds for statewide planning and coordination for transit-oriented development (TOD) projects identified in the state strategic plan for transit-oriented development. HSEO's comments are guided by its mission to promote energy efficiency, renewable energy, and clean transportation to help achieve a resilient, clean energy, decarbonized economy.

Ground transportation is responsible for about 25 percent of Hawai'i's greenhouse gas emissions,¹ and vehicle miles traveled (VMT), a metric that correlates with GHG emissions from ground transportation, has increased by over 30% since 2000.² For Hawaii 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. SB 1191 will provide funds for fiscal year 2023-2024 to maintain and enhance capacity

¹ https://health.hawaii.gov/cab/files/2021/04/2017-Inventory_Final-Report_April-2021.pdf

² <https://dbedt.hawaii.gov/economic/databook/db2021/>

to support planning of state and county transit-oriented development projects, which will reduce the energy intensity of the transportation system and associated emissions.

The duties of the Chief Energy Officer per HRS 196-72 to support the clean energy initiative include providing technical assistance to state and county agencies to assess and implement programs related to clean transportation; evaluating, recommending, and participating in the development of programs that encourage clean transportation, and advocating for the State's energy and decarbonization goals at departments to ensure that state energy policies and regulations align with the state strategic goals and are data-driven.

SB 1191 supports the planning and implementation of TOD and smart growth. TOD and smart growth focus on compact development built around a transit station or within easy walking distance (typically a half-mile) of a station and contains a mix of land uses such as housing, offices, shops, restaurants, and entertainment. As a result, it becomes easier for people to meet many of their daily needs by foot, bike, and/or transit, rather than by personal vehicle.³

Multiple studies have quantified the relationship between public transportation, land use, and reduction in travel. Studies show that for every additional passenger mile traveled on public transportation, auto travel declines by 1.4 to 9 miles.⁴ The reason is in areas served by public transportation non-transit users drive less because destinations are closer together. One study used modeling to isolate the effect of public transportation on driving patterns (rather than that effect combined with denser land use creating a need for improved public transportation).⁵ That study, conducted by consulting firm ICF and funded through the Transit Cooperative Research Program (TCRP), found that each mile traveled on U.S. public transportation reduced driving by 1.9 miles.⁶ It concluded that public

³ Smart Growth and Transportation | US EPA

⁴ Public Transportation's Role in Reducing Greenhouse Gas Emissions (January 2010) (dot.gov)

⁵ Public Transportation's Role in Reducing Greenhouse Gas Emissions (January 2010) (dot.gov)

⁶ Public Transportation's Role in Reducing Greenhouse Gas Emissions (January 2010) (dot.gov)

transportation reduces U.S. travel by an estimated 102.2 billion vehicle miles traveled each year, or 3.4% of annual U.S. VMT.⁷ Similarly, a study published by the Urban Land Institute found that within areas of compact development, driving is reduced 20% to 40% compared to average U.S. development patterns.⁸

In addition, TOD and smart growth can help lower household transportation costs, boost public transit ridership, spur economic development, and make housing more affordable by reducing developer expenditures on parking and allowing higher-density zoning.⁹

Thank you for the opportunity to testify.

⁷ Public Transportation's Role in Reducing Greenhouse Gas Emissions (January 2010) (dot.gov)

⁸ Public Transportation's Role in Reducing Greenhouse Gas Emissions (January 2010) (dot.gov)

⁹ Smart Growth and Transportation | US EPA



Restore the Commons

Tuesday, February 14, 2023, 3:00 pm

Senate Committees on Transportation and Culture & Arts and on Water and Land
SENATE BILL 1191 – RELATING TO TRANSIT-ORIENTED DEVELOPMENT

Position: support

Me ke Aloha, Chairs Lee and Inouye, Vice-Chairs Inouye and Elefante, and Members of the Senate Committees on Transportation and Culture & Arts and on Water and Land.

SB1191 authorizes funds for the planning and coordination of projects in the transit oriented strategic plans.

While these plans must proceed, with an understanding of the need for using the opportunities to meet State priorities such as affordable housing, it is not clear from strategic planning that officials understand the significance of the windfalls provided to land owners at these locations, nor the ways in which these windfalls can distort both the plans that go forward and the beneficiaries of those plans.

We have seen ample example of the misdirection of effort in Kakaako, where windfalls prompted financiers to assemble properties, selling to developers for higher and denser developments, where each party plans for more expensive developments that both displace current landowners and prevent current residents from benefiting. Instead, State and county officials should assert recapture of those windfalls for the public interest, to assure that developments do not radically transform the sense of community and the community itself, pricing out local working families. By assuming the development rights within transit-oriented developments, the State and County are able to work within communities to assure that the beneficiaries are the local communities themselves and not offshore owners.

The point of doing transit-oriented development is precisely to move the community forward, not to alienate property to global capital interests. The latter has driven housing prices out of the reach of most residents, driving so many to leave their homeland. We need to halt the alienation, gentrification, and colonization of Hawai'i real estate.

Any funding authorizations should contain the proviso that development rights are recovered by the public trust for public benefit, helping to insure that local property owners and residents are served by the potential benefits, rather than separating them from the community.

Mahalo for the opportunity to address this issue,

/s/ Charley Ice, Hoa'āina; Masters in Urban & Regional Planning

**Building the new normal with People and Land: Food Security Health Care Public Banking
Regenerating Soils Cutting Waste Eliminating GHG emissions**

SB-1191

Submitted on: 2/9/2023 11:10:41 AM

Testimony for WTL on 2/14/2023 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Regina Gregory	Individual	Oppose	Written Testimony Only

Comments:

TOD has become an excuse for overdevelopment.

SB-1191

Submitted on: 2/12/2023 7:30:32 PM

Testimony for WTL on 2/14/2023 3:00:00 PM

Submitted By	Organization	Testifier Position	Testify
Will Caron	Individual	Support	Written Testimony Only

Comments:

Please support SB1191.